

THE CIRCUS HISTORICAL SOCIETY

# BANDWAGON

VOLUME 4, NUMBER 3

MAY - JUNE, 1960



Woodcock Collection

Photo No. 1—"CAMPBELL-BAILEY HUTCHINSON CIRCUS AND WILD WEST ON LOT, CUMBERLAND GAP, TENN., JUNE 25, 1921. This superb shot shows the entire circus on the lot. Small tent at far right is the padroom with the Stick Davenport stock standing outside. Cookhouse is located over near the railroad track. Sideshow and Zula The Strange Girl pitshow flanks the midway with marquee and new menagerie top in rear."

THE CIRCUSIANA MAGAZINE



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# CIRCUS HISTORICAL SOCIETY

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# THE BANDWAGON

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# BETTE LEONARD HONORED

For the first time, a woman has been named to the National Awards Committee of the Circus Hall of Fame, the group that each year elects circus "greats" to permanent enshrinement in the Hall of Fame. Mrs. Bette Leonard of Wichita, Kansas, was informed of her appointment today by Victor Sabattini, President of the Circus Hall of Fame. Mrs. Leonard fills one of two existing vacancies on the National Awards Committee. Appointed to fill the other vacancy was L. Wilson Poarch of Arlington, Virginia, President of the Circus Fans Association.

Both Poarch and Mrs. Leonard are now members of a committee consisting of twelve persons who are circus historians, conversant with circus personalities of by-gone days. Nominations to the Circus Hall of Fame are made by anyone submitting biographical data on nominees. The nominee must either have been retired from circus life for at least five years, or have died. The committee reviews the nominations each year, and elects one 19th century personality and one 20th century personality from each of the following categories: artist, management, and maintenance. Likenesses and biographical sketches are then unveiled in the Circus Hall of Fame in Sarasota, Florida where they are enshrined permanently among other "greats" of the circus world.

Bette Leonard, a native of Corry, Pa., graduated from Villa Marie Academy in Erie, Penn. in 1916 and the next year joined the J. Augustus Jones Cole Circus in California. For 21 years she performed as an aerialist in various circuses such as Cristv Brothers, Campbell Brothers, Sells-Floto, Hagenbeck-Wallace, and others. In 1931 Bette married Fred Leonard, a noted horse trainer. A past President of the Circus Historical Society, Mrs. Leonard is a member of the Circus Fans Association and a member of the British Circus Ring of England.

L. Wilson Poarch, a native of Petersburg, Virginia, is Chief of the Recruiting Division of the Civilian Personnel Office at Ft. Belvoir, Virginia. In this capacity he is responsible for recruiting scientific engineering, and other types of technical personnel for civilian employment in the U. S. Army Engineer Research and Development Laboratories, and annually conducts a College Recruiting Program interviewing potential engineer and science graduates. Poarch has been a mem-

ber of the Circus Fans of America for 20 years and has held many offices in that organization. He is married and has a 10 year old daughter.

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# RAYMOND MARKLE SUCCUMBS AT 70

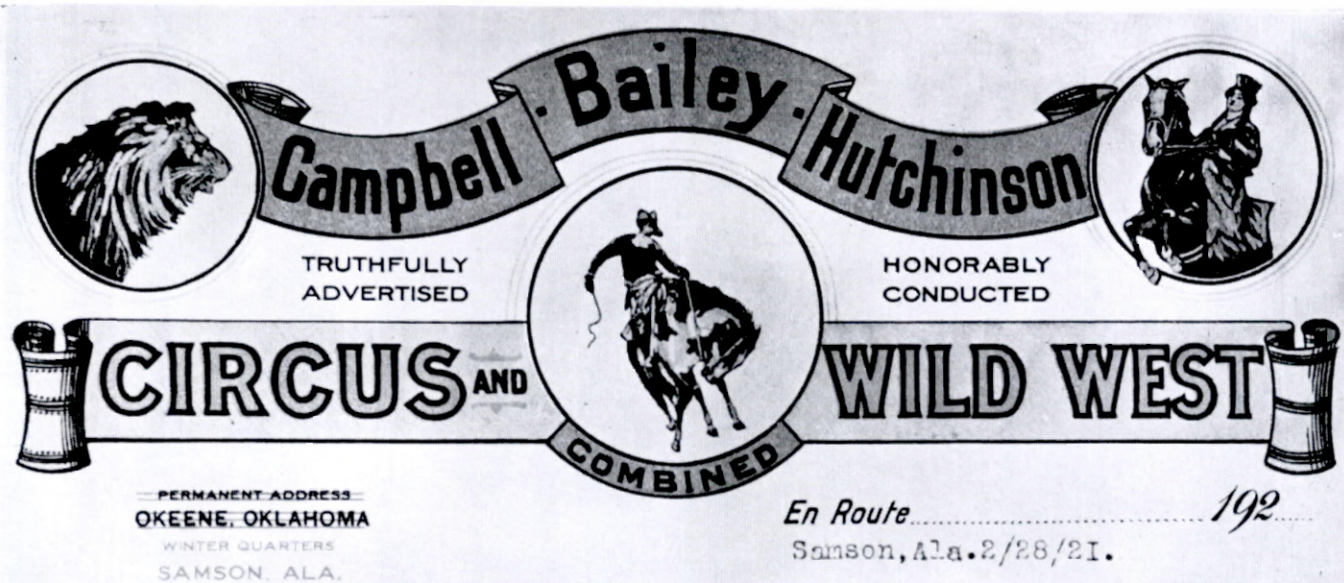
Raymond Markle, 70, an electrician for the City of Steubenville for the past 34 years, died Thursday, April 21, 1960. He had been hospitalized for three weeks.

He was born Dec. 19, 1889 in Steubenville. During World War I, he served in the Navy. In his earlier life, Ray Markle's family operated a show boat, about which Ray often spoke. He was an ardent circus fan, and had long been a member of The Circus Historical Society.

He is survived by 3 sisters, all of Steubenville, and 1 brother. Funeral service was held Monday, April 25, with burial in Steubenville.

We who knew Ray Markle, miss him greatly. He was a jovial man, and one who always had a kind word and a smile for everyone.





"CAMPBELL-BAILEY-HUTCHINSON CIRCUS AND WILD WEST LETTERHEAD." (Color scheme is as follows: Title Campbell-Bailey-Hutchinson is in black on a light blue background. The words Circus and Wild West are light red on a rose background. The word combined is black on light blue background. The lions head, lady rider and cowboy are black on a circular background of bright yellow. Other printing on the sheet is in black on a white background.)

Woodcock Collection

# CAMPBELL-BAILEY-HUTCHINSON CIRCUS

By Joseph T. Bradbury

The Campbell-Bailey-Hutchinson Circus was one of several new railroad flat car type shows to have its beginning in the immediate post war years following World War I. An amusement hungry populace still flushed with money resulting from the full employment and high wages brought on by the war time turning of the wheels of industry and the resulting post war boom, were crowding into the circus big tops throughout the country. Circus business was the best it had been in years and everyone who thought he knew a little something about show business was getting into it. This included those who had once owned circuses but had curtailed their operations during the immediate pre war years when as a general rule circus business was bad or later during the war when government restrictions, labor shortages, and other headaches made it wise to quit for a while. Also there were those who had worked in years past making money for the "other fellow" who were now anxious to get into the business to make a little for themselves. The year 1919 had been an extremely good year for the fewest number of circuses out in years, but by 1920 the bug had bitten the neophytes and they were ready to take to the road with the veterans. Such was the temper and times of the country when the Campbell-Bailey-Hutchinson Circus was born and enjoyed a relatively prosperous three years of life.

Two well known personalities in circus business, Fred Bailey Hutchinson and William P. Campbell organized and

framed a new 10 car, flat car type, circus during the winter of 1919-20 at Okeene, Okla. and had it ready to take to the road in the spring of 1920.

Fred Bailey Hutchinson, a native of Parkersburg, W. Va., was the son of Calvin A. and Anna Isabelle Hutchinson. His mother was a sister of Mrs. James A. Bailey, wife of the famous showman. Uncle James A. put young Fred and his brother, Charles, who for many years was treasurer of Barnum & Bailey, to work in circus business while they were still quite young. The Adam Forepaugh Show's route book for 1894 lists Fred B. as superintendent, accountant, and a number of other positions. In the early 1900's he was a director of Barnum and Bailey Ltd. During the years 1903-06 he managed the Buffalo Bill Wild West Show while it was in Europe. (For the reader interested in this very fascinating period when the Barnum & Bailey Circus and later the Buffalo Bill Wild West Show was in Europe and the financial manipulations and management politics that went on I would most earnestly recommend, "The Affairs of James A. Bailey," written by fellow CHS member Richard E. Conover, 927 Oakland Dr., Xenia, Ohio). Due to friction between the Hutchinson brothers and Mrs. Bailey's brother, Joe McCaddon, much anxiety was suffered by Mrs. Bailey. Consequently she cut the Hutchinsons out of her will entirely, leaving the bulk of the Bailey estate to the McCaddons. A long legal fight resulted in the attempt of the Hutchin-

sons to break the will but they were unsuccessful.

In the year 1913 and on through the 1916 season F. B. Hutchinson was manager of the Bonfils and Tammen owned Sells-Floto Circus. He was succeeded in that capacity in 1917 by Henry B. Gentry. Hutchinson was a good man and a good showman, and Bill Woodcock describes him as being quite a bit like Charles Sparks in his conduct of business.

William P. "High Grass" Campbell was a native of Drummond, Okla., and was a cousin of the Campbells who operated the Campbell Bros. Great Consolidated Shows out of Fairbury, Nebraska for some time. He saw service on the Campbell Bros. Circus before it folded in 1912. In 1913 he managed the sideshow on the Sells-Floto Circus and tradition has it that he furnished the show with around forty head of baggage stock. It was during this time when he was on the Sells-Floto Circus that he became first associated with Fred Bailey Hutchinson. In 1915 and 1916 "High Grass" Campbell operated a sizeable wagon circus, said to have had a good performance and band, but without wild animals and elephants. This outfit was converted to a two car gilly type show for 1917 and 1918 seasons. All four seasons it was titled, "The Campbell Circus." Following the 1918 season Campbell sold his circus to Floyd and Howard King, who operated it in 1919 as the "Great Sanger Shows." After this sale Campbell immediately assembled equipment and put out a two car colored





Woodcock Collection

Photo No. 2—"BILLING STAND, POINT MARION, PA., JULY 14, 1921. Note huge paper spread put up by only a ten car show in those days."

minstrel show under canvas, titled, "The Nashville Students," an old jig show title.

The two partners who started the new Campbell-Bailey-Hutchinson Circus presented a marked contrast. Hutchinson was a big showman, and Campbell was a small showman. The ten car show that they framed can be summarized as being typical of most shows of that size—too small for the big towns, and too big for the sticks.

The Jan. 10, 1920 Billboard made the first announcement to the show world concerning the new circus under heading, "New Show In the Field Next Season, Hutchinson and Campbell arrange for Campbell-Bailey-Hutchinson Combined Circus and Wild West," "Fred B. Hutchinson has just completed arrangements with W. P. Campbell, whereby a new circus will enter the field next season. It will be a one train outfit and will bear the title of Campbell-Bailey-Hutchinson Combined Circus and Wild West. As the title implies the show will be a combination of circus and Wild West features. It will be organized and assembled at Okeene, Okla., and will take the road in the spring. Both Mr. Hutchinson and Mr. Campbell are experienced showmen, the former a circus manager, and the latter as an owner and manager. For a number of years Mr. Hutchinson handled the managerial duties of the Sells-Floto Circus leaving the Denver aggregation a few years ago. He is at present in Parkersburg, W. Va. but will probably go to Okeene within the next week or two."

The Feb. 7, 1920 Billboard reported, "F. B. Hutchinson and W. P. Campbell of the Campbell-Bailey-Hutchinson Circus are making rapid headway in assembling their show at Okeene, Okla. They have just returned from a trip East where they purchased two carloads of draft horses and five carloads of wagons."

The new show was incorporated under the laws of the State of West Virginia, Jan. 2, 1920 with a capital stock of \$50,000. Incorporators were William P. Campbell and Anna N. Campbell of Drummond, Okla., and Fred Bailey Hutchinson, Julia W. Hutchinson, and Alberta Hutchinson of Parkersburg, W. Va. Title to be used by the new show was listed as Campbell-Bailey-Hutchinson Combined Circus and Wild West.

Acquisition of circus property began immediately and due to the rash of new shows being formed, enlarged etc, good usable property went at a premium.

The show purchased four 50 ft. wooden system stock cars and two 40 ft. system steel framed box cars. Three of the 50 ft. stock cars and both of the 40 ft. box cars were cut down and built into flat cars giving the show a total of five flats with 230 ft. of loading space for wagons. The remaining 50 ft. stock car was used as a stock by the show to carry horses and ponies.

From Jerry Mugivan and Bert Bowers, circus men of Peru, Ind., they purchased two old Hagenbeck-Wallace advance cars. Both had only three windows on the side originally and were quite old, going back to the days of the Great Wallace Shows. One car was rebuilt into a stock car. A door was cut into the center of the car for loading of elephants and horses, and one end of the car was provided with sleeping compartments for the sideshow band. This car became the show's second stock car. The other Hagenbeck-Wallace car was remodeled into a sleeper.

The two additional cars of the train had been the property of W. P. Campbell and had been used on his 1919 minstrel show under canvas titled "The Nashville Students." One of these cars was really a nice one and was said to have been onetime heavyweight boxing champion, Jack Johnson's, private car, the "Reno." It was used as the second

sleeper on the show. The other Campbell minstrel car was 58 ft. long and was real old. It had seen service on the Madam Neff Stock Co. and probably other old shows. It was put into use as the show's advance car.

When fully assembled the train consisted of ten cars with one advance, 2 stocks, 5 flats, and 2 sleepers. It was painted red with yellow lettering on the sleepers.

The new owners went to the William P. Hall farm in Lancaster, Mo. and purchased most of the wagons used by the show. They picked out 13 in all, but had to take what was left, the best wagons available having already been purchased by Rhoda Royal and D.

C. Hawn for their Rhoda Royal Circus which was being enlarged from a two car gilly type show to a 15 car flat car type circus for the 1920 season. The 13 wagons obtained from Hall were as follows.

1. Cookhouse wagon, formerly used on Orton Bros. Railroad Circus of 1916 and was probably of Campbell Bros. origin.
2. Pole wagon formerly used by La-Mont Bros. Circus.
3. Cage wagon formerly used by Campbell Bros. This was put into use to carry the show's Bolte & Weyer gas lighting equipment.
4. Cage wagon formerly on Campbell Bros. which was put to use carrying trunks.
5. Cage wagon formerly on Campbell Bros., to be used to carry padroom. This one was also used as the clown bandwagon in parade.
6. Cage wagon formerly used on Orton Bros. 1916 rail show. Was put to use to carry candy stands and concession equipment. This one was also used as the sideshow bandwagon in parade.
7. Steam Calliope formerly used on the Young Buffalo Wild West and other shows.
8. Ticket wagon formerly used on the Young Buffalo Wild West Show.
9. Tableau wagon with huge dragon carving on the side. This was an old Campbell Bros. tableau. It was put into use to carry the sideshow and was the lead bandwagon in parade.
10. Cage wagon formerly from Campbell Bros. and was put into use as a cage.
11. Cage wagon formerly from Campbell Bros. and was put into use as a cage.



12. Cage wagon formerly from Campbell Bros. and was put into use as a cage.
13. Water wagon.

From local sources around Okeene, Okla. quarters an old ice wagon was purchased for use as the menagerie wagon. Three huge wagons that had been used in the oil fields were also purchased to be used to carry seats, canvas, rigging, and stakes. A total of 17 wagons were carried on the train in 1920.

Two elephants, Ding Dong and Boo, were leased from W. P. Hall. Approximately 22 head of baggage stock were purchased as well as a dozen ponies. Ring stock, menage horses, and resin-backs, belonging to Albert "Stick" Davenport were on the new show the first two years.

A staff of experienced showmen were hired and in addition to the owners the rest of the staff for 1920 included A. G. Campbell, general agent; Dixie Eagle, local contractor; Lawrence LeDaux, advance car manager; Joe Lopez, band leader; Doc Filley, equestrian director; Al Langdon, supt. of elephants; Joe Edwards, sideshow manager; and Fred Hatfield, pit show manager.

The show had a nice modest spread of canvas in 1920. The big top was a 70 ft. round with three 30 ft. middle pieces; the menagerie top was about a 50 ft. round with three 20 ft. middles; the sideshow was also about a 50 ft. round with two 20 ft. middles. Other canvas included a small three pole pit show top, a padroom, which housed the Stick Davenport stock, a cookhouse, and several small concession tops.

The menagerie contained the two elephants, Ding Dong and Boo, some ponies, and the three cages, which housed (1) 1 lioness (2) 1 bear, and (3) monkeys. All three cages were of Campbell Bros. Great Consolidated Shows origin, and were of the short cross cage variety. They had sunburst wheels and a couple had carvings on the skyboards. All were neatly painted and some had animal scenes painted on the cover boards.

As usual we call on Col W. H. Woodcock, well known elephant trainer and circus historian, for the history of the show's elephants. Woodcock served on the show in 1920, was in quarters following the season, and went out on the show in 1921 where he remained for part of the season. He served on the advance car for a while and also was back on the show part of the time helping Al Langdon with the elephants and doing other duties. As much valuable information concerning

other shows and elephants are included his discourse on the elephants is printed in its entirety.

"First, let's take Ding Dong. I liked her the best of any old bull I was ever around. She started with the Barnum & Bailey show sometime in the early 90's. She was a small punk then and was later sold to Leon Washburn's Circus where she was with a big male named Charlie. When Washburn folded in 1897 these two bulls, Ding and Charlie, the big hippo, and the balance of the menagerie went to the J. H. LaPearl Circus. A year or two later was the last season for the LaPearl outfit and when it closed Ben Wallace, owner of the Great Wallace Shows got the circus. Charlie ended in 1901 but Ding must have been with Wallace until she was sold to Dode Fisk. She was on the Dode Fisk Show in 1909 and 1910. I know she was with the Great Sanger Shows, owned by Mugavin and Bowers, in 1911 and 1912, and then I can't say which of their shows she was with through 1916. Ding was with John Robinson Circus in 1917. In 1918, Ding and a bull named Mabel went out of Bloomington, Indiana with a wagon show titled, Howard Bros., where they were handled by Joe Metcalfe.

This show soon folded and the bulls were sold to J. Augustus Jones, who briefly revived his Cole Bros. Circus in Mid-season 1918. Jones died shortly thereafter and William P. Hall bought Ding, Mabel, and a male named Tex from Jones' widow. In 1919 Ding was in Lancaster at Hall's farm and Al Langdon put a routine together with Ding, Boo, and Diamond. Mabel was with the Lamont Wagon Show the first part of 1919, but was soon sold to the Al G. Barnes Circus and her name was changed to Jenny. In 1920 the Honest Bill show bought Tex, and the Atterbury wagon show got Diamond.

"Best information I have on Boo (Baby Baraboo) was that she joined Ringling

Bros. as a nursing baby around 1903. Her mother's name was Veneda. Ringling press department announced birth of a baby bull, but many years ago, old elephant men now long since dead, told me that the mother and baby were imported together. Boo continued with Ringling for some years and developed into a bad agitator and runaway. Later on, but I can't give the exact date she was sold to W. P. Hall. Hall put her as a member of a five bull act—Alice, Annie, Lizzie, Diamond, and Baby Boo. I believe this herd was with Barton & Bailey Circus in 1915. In 1916 this herd was sold to Wheeler Bros., and then sold to the R. T. Richards show for 1917 and 1918. Alf T. Ringling, who's son had operated the Richards show, presented Annie to the Milwaukee Zoo, and then W. P. Hall re-bought the other four. In 1920 Hall leased Ding and Boo to the new Campbell-Bailey-Hutchinson Show and they remained through the life of the show."

The show paraded all three years of its existence and although there were no outstanding parade wagons in the line of march the parade was adequate for the size of the show and the towns played on the route. The parade consisted of the big show band riding the old Campbell Bros. dragon tableau; the sideshow bandwagon; the clown bandwagon; the three cages pulled by pony hitches; the two elephants; the Wild West troupe of cowboys and Indians and other mounted people; and the steam calliope. No doubt all of the little former Campbell Bros. cage wagons that had been converted into use to carry properties were also in the line of march with costumed performers riding them. The parade consisted of about nine vehicles, the elephants and stock. As evidenced by the photo showing the hitch on the steam calliope the show had some nice looking draft stock and good attractive harness to dress up the parade. The Stick Davenport



Woodcock Collection

Photo No. 3—"LADY RIDERS READY FOR PARADE, 1920. Side show and pit show in background. Wagons shown left to right, bear cage, candy stands wagon, ticket wagon and lion cage."



# The Campbell-Bailey-Hutchison Combined

## CIRCUS, MENAGERIE AND WILD WEST

### MODERN AND UP-TO-DATE



**SEE THE TROUPE  
OF PERFORM-  
ING ELEPHANTS**

**THE BABY ZOO—  
WHERE THE CHILD-  
REN OF THE ANI-  
MAL KINGDOM ARE  
ATTENDED BY  
THEIR PROUD PAR-  
ENTS.**

A whole troupe of  
Shetland Ponies, and  
the most beautiful of  
knowing horses, mul-  
titudinous examples  
of equine sagacity.

Complete groups of beautiful women, wonder-  
ful dogs and snow white horses in statue pose.

**THE AERIAL BUTTERFLIES, FAIR WOMEN WHO WHIRL AND  
DANCE IN MID-AIR. Hazardous Deeds of Bareback Equestrianism.**

**A Congress of Saddle Experts in superb menage displays. Every  
SCHOOL OF POLITE HORSEMANSHIP IS HERE REPRESENTED.**

Exquisite girl riders,  
Hurdle riders and thrill-  
ing somersault riders.  
Cow Girls, Cow Boys, in  
hair raising stunts of  
broncho riding and  
romping, reproducing  
scenes of wild west life  
of the plains years ago.  
Bear in mind that these  
are but few of the wealth  
of wonders presented by  
the Campbell-Bailey-  
Hutchison Combined  
Shows. 2 Performances



**FREE STREET PARADE AT NOON**  
**Lebanon Wednesday, April 13** **RAIN**  
**AFTERNOON AND EVENING 2 AND 8 P. M.** **OR SHINE**

Bradbury Collection

"NEWSPAPER ADVERTISEMENT, LEBANON, TENNESSEE—APRIL 13, 1921."

port ring stock looked good and made a  
good parade feature as did the Hank Lin-  
ton cowboy troupe and the Indians in  
full regalia.

Actually the show had only one good  
tableau wagon and that was the one  
used as the lead bandwagon. This one  
had a huge dragon carving on the side  
and appears to have been painted red  
with the carvings in gold leaf. The wagon  
had originated on the old Campbell  
Bros. Great Consolidated Shows in the  
early 1900's, probably having been con-  
structed at Campbell quarters in Fair-  
bury, Nebraska. After the Campbell show  
closed during the 1912 season all the  
property was shipped to the W. P. Hall  
farm in Lancaster, Mo. and from there  
was used to equip various shows going  
out from there nearly every year. The  
wagon was probably on the Bole Bros.  
Circus of 1913 which used the Campbell  
equipment, and possibly on others. Photos  
of the wagon while it was on the old  
Campbell show picture it with regular  
wheels, but it had been equipped with  
sunburst by the time it reached Camp-  
bell-Bailey-Hutchinson. The sideshow  
band rode the old Orton Bros. cage wag-  
on, which was used to carry concessions  
and candy stands. This one had no carv-  
ings but was painted up very nicely, hav-  
ing different designs painted on the sides  
each year while on the show. The clown  
band rode the padroom and trunks wag-  
on in parade which was an old Campbell  
Bros. cage which had small oval carvings  
on the sides. Some carvings were on the  
skyboard and were painted in gold leaf.  
Bill Woodcock remembers at times when  
the big bandwagon was down being re-  
paired the big show band would march  
on foot leading the parade in the style  
of the old minstrel shows.

The steam calliope was a most attrac-  
tive wagon with dragon carvings etc.  
and had an interesting history. It is pre-  
sumed to have originated on the Walter  
L. Main show in the 90's and was almost  
identical to a calliope on the Lemmen  
Bros. Circus. It was used on the Main  
show through the 1904 season and fol-  
lowing the season the property was pur-  
chased by W. P. Hall and shipped to  
Lancaster, Mo. In 1905 the calliope went  
out on the Great William P. Hall Shows  
which was on the road for only one sea-  
son. Then it was used on the Young  
Buffalo Wild West Show from 1910  
through 1914 seasons. In 1916 it was  
on the Orton Bros. Railroad Show which  
went out from the Hall farm, and there  
is a possibility it may have been leased  
out to other shows in the years from  
1906 through 1919. Bill Woodcock says  
that while he was on Campbell-Bailey-  
Hutchinson the calliope was painted  
green with red corner posts and the  
carvings done in gold leaf.

The show's baggage wagons appear  
to have been painted red with the title  
in white or yellow. However, on the photo  
showing wagons parked in Samson, Ala.  
quarters one of the old oil wagons ap-  
pears to have been painted white. The  
cookhouse wagon shown in the photo  
seems to have been lettered in both  
white and yellow.

The show carried a conventional side-  
show and an additional pit show through-

The BANDWAGON





Photo No. 4—"WILD WEST TROUPE ON LOT, 1920. Left to right, Ella and Hank Linton, prominent with big show and wild west concerts for many seasons, two cowpokes, and the Tajoe Indian Family."

Woodcock Collection

out its history. In the large lot view in 1921 we see a sideshow with ten banners, and a pit show with a banner reading "Zula, That Strange Girl Alive." Advertisements were carried in the Billboard in the Spring of 1920 wanting a good comedy juggler, musical act or any novelty act, dancers and Turkish musicians, all for the sideshow.

Frank Mutton had the concessions for 1920. It seems the show had two different bandleaders during the first year. In early Spring advertisements for musicians, Prof. Dorr Roberts is listed as the bandmaster. Later on Joe Lopez seems to have been the bandleader.

The April 17, 1920 Billboard under dateline Parkersburg, W. Va. April 10 reported the progress of building the new show as follows; "The Campbell-Bailey-Hutchinson Circus and Wild West organization is now completed and will open the season at Okeene, Okla. April 24th making the Oklahoma and Texas oil districts in the spring. It proposes to move eastward in the fall through the southern states. If suitable trackage for the railroad cars and the necessary housing for the animals and other materials, workshops etc. can be arranged for it is the intention to locate and winter in Parkersburg as this is a good point for a spring opening and a start in any direction. Parkersburg is the home of F. B. Hutchinson, which is the reason for incorporating under the West Virginia laws and the desire to make Parkersburg the headquarters. The capital stock is fixed at Fifty Thousand Dollars, all of which has been subscribed."

The new circus opened Saturday, April 24 at Okeene, Okla. The Billboard reported the show had a historical opening pageant, "The Passing of the West." The feature act of the performance which was given in three rings was the riding act of the Stick Davenport Troupe which included Stick and Effie Davenport, Teresa Kline, and Della Crandall. Also in the performance were the Roshetta brothers

act, a Japanese troupe of acrobats, and trained horses, elephants, and ponies. Hank and Ella Linton and their Wild West Troupe and the Tajoe Indian Family worked the performance and headed the concert. Not many details are available on the performance in 1920 but observers say it was adequate for the size show and towns played.

After the opening 21 additional stands in the Oklahoma oil fields and throughout the state were played. The new show tried to pick a careful route so as to get into the places where the money was and to beat other competitors to it. Competition was terrific that season. In addition to Campbell-Bailey-Hutchinson railroad flat car type circuses on the road in 1920 included Ringling-Barnum, Sells-Floto, Al G. Barnes, Hagenbeck-Wallace, John Robinson, Yankee Robinson, Walter L. Main, Rhoda Royal, Sparks, Howes Great London, and Gentry Bros., a total of 12 shows. Also on the road were a number of railroad baggage car type gilly shows owned by Elmer Jones, G. W. Christy, John Backman and Al Tinsch, Floyd and Howard King, and William Campbell, and of course the usual number of overland circuses, most of them moving with a combination of trucks and wagons, were present. Campbell-Bailey-Hutchinson was the smallest of the flat car shows and although did compete against some of the larger railers at times, most of the competition due to the smaller towns played, came from the two and three car gilly shows and the mud circuses.

From Oklahoma the show entered Kansas at Baxter on May 21 and quickly crossed that state and went into Nebraska at Edgar May 26. Iowa was next and then into Wisconsin and Minnesota with a few stands played in Michigan. The show had a long tour in Minnesota area. So far the season had been rather uneventful and pretty good business had been experienced.

The Aug. 14, 1920 Billboard in a

story dated Aug. 4, Waupun, Wis. stated, "A number of performers and musicians with Campbell-Bailey-Hutchinson Shows narrowly escaped serious injury or death here early yesterday morning when fire which is said to have originated from a stove, spread through one of the sleepers. Some of the occupants, of which there were about thirty received burns and bruises. The car, trunks, and personal belongings of the occupants were destroyed." It is believed that the car was repaired and put back into use and was not a total loss as indicated.

Iowa was re-entered Aug. 16 at Lansing, after which the show moved through the state, then into Missouri, and into Arkansas Sept. 11 at Piggott. Mississippi was next and then the show crossed quickly through Tennessee and into Kentucky on Sept. 29 at Fulton. After stands there the show came back down into Alabama Oct. 16 at Sheffield seeking the cotton crop money and then into Georgia after more of the same.

In both 1920 and 1921 the show carried no grift, but as trouper on the show those years can attest, trouping those days through the Kentucky coal fields and in some sections of the South could be very rough indeed. The lot of the trouper was far from a bed of roses in the days before workmen's compensation when an injury would often cause one to be left behind in a strange locality making it necessary to call on his friends for any aid they could give him or become a candidate for public charity. Such is a case in a story that appeared in the Aug. 28, 1920 Billboard, "Old Jim Kincade, sixty years in the circus business writes that he was injured while with the Campbell-Bailey-Hutchinson Circus. He was a clown on the show. Mr. Kincade says we had a long pull from the cars to the lot and the six horse driver could not handle the team. He asked me if I would not get on the wagon and help him out on going down a steep hill. It was the big seat plank wagon. I put the chain on the wheel and got on the wagon to take the lead line. When we started down the hill the chain broke and the horses ran away and upset the wagon in a ditch. I could not get off the lead quick enough and both my legs were buried under the planks and I was badly hurt. The doctor said when I got home he thought that blood poison might set in and I must have one of my legs cut open and attended to. It will cost me about one hundred dollars which I haven't got. There are a lot of old friends who would be glad to help me out if they knew about my trouble. My address is . . ."

Throughout the season the show advertised in Billboard for performers and help. For example in the August 14 Billboard the show wanted a cookhouse man, boss hostler and drivers, wild west people, clowns and acts of all kinds for the big show. For the sideshow they wanted a small band, Oriental dancers, musical acts, freaks and interesting attractions of all kinds for inside and bally-hoo. In another advertisement in the same issue the show wanted bill-posters, lithographer and pastemaker, and wanted for the big show band 2





Photo No. 5—"AL LANGDON WITH THE TWO ELEPHANTS, DING AND BOO, 1920. Sideshow bannerline and candy stands wagon in background."

Woodcock Collection

clarinets, 2 cornets, 2 altos, trombone, and trap drummer with outfit.

A lengthy season of 180 stands came to a close Nov. 20 at Blakely, Georgia. From there the show moved into winter quarters in Samson, Alabama. Charles Barrett was placed in charge of the quarters and supervised the repair work done during the winter. The first season had been financially successful and the show went into quarters a winner.

Several other circuses wintered in the general vicinity of Samson. Rhoda Royal was in Montgomery, Richards Bros., a mud show, was at the Dothan, Ala. fairgrounds, and the Mighty Haag Circus, also a mud show was at Marianna, Fla. Bill Woodcock says that on a small lot right on the main street in Samson that winter and early spring he saw the Rose Killian Circus, a mud show, the Rabbit Foot Minstrels, and that J. C. O'Brien's Famous Georgia Minstrels had the town billed when he left with the advance car. Woodcock also remembers that the Mighty Haag Shows had up very beautiful paper advertising their opening stand in Marianna and that many from Samson went down to catch it. Woodcock concluded with the words, "Boy, we really had show business in those days."

The Feb. 5, 1921 Billboard commented on the show's winter quarters activities as follows, "After a season of thirty weeks in 1920 the Campbell-Bailey-Hutchinson Shows established winter quarters in Samson, Alabama where the work of augmenting, repairing, and painting for the season of 1921 is going on under the direction of W. P. Campbell. Among those already engaged are Stick Davenport who is hard at work getting new riding numbers and pony acts, a company of girls presenting iron-jaw, contortion, and ballet numbers, Roschetta Brothers, Bert de Aro, Bill Bennett, Jack LaPearl, Texas Joe and wife and Mazetta Troupe of acrobats. Prof. Al Langdon will again present his troupe of performing elephants in a new military number. Prof. S. W. Floyd will have a band of sixteen pieces. Lawrence La-Doux will be general agent with an advance of twenty men, Stick Davenport will direct the big show performance and

wild west department. Since W. P. Campbell returned from the West he has been a busy man getting things whipped into shape. When Fred B. Hutchinson returns from the East they will announce the opening date for this season. A. S. Conlon will have the sideshow and annex. He is now at his home in Louisville, Ky."

The Feb. 26, 1921 Billboard also had further information on the show in quarters, "There are twenty men working in winter quarters of the Campbell-Bailey-Hutchinson Circus, repairing and painting and by the time this appears in print the show will be ready for the road so far as appearance and equipment are concerned. Without a doubt it stands today one of the nicest one-train circus and wild west organizations from every standpoint of equipment and stock that ever took the road. The weather is fine in Alabama and the management has taken advantage of same in getting the equipment ready for the spring opening. All the stock including baggage is in pink of condition under the supervision of Boss Hostler Harry Phillips and his assistants.

"Some of the clowns that have been signed are Jack LaPearl, Fred Cosgrove, C. A. Bennett, Bert DeAro, Crawford Drogge, George Jennier, and T. Andrews. Texas Joe and wife have been engaged by the Wild West Department to do their whip cracking act. The Katsu Susuke Japanese Troupe will be a feature of the big show performance.

"Stick Davenport has five resinback horses running everyday in winter quarters. A troupe of Shetland ponies, hurdle mule, and six high school horses are put through their customary routine of work every day. Al Langdon with his pet bulls Boo and Ding gives the natives a free exhibition every afternoon and people come miles to see them work."

The show's equipment was thoroughly repaired and repainted. Some tents may have been replaced but it seems no new equipment nor animals were added.

The 1921 season opened Saturday, March 26, at Samson, Alabama and the show headed to what was hoped would be another good year. Competition was again keen with twelve flat car circuses

taking to the road. The only changes from the 1920 list was that the Yankee Robinson Circus had been sold and taken off the road but a new one Palmer Bros., a 10 car show, took its place in the field.

The April 9, 1921 Billboard reported the show's opening as follows, "The Campbell-Bailey-Hutchinson Combined Circus and Wild West inaugurated its tour last Saturday playing to good business. The program opened with a beautiful patriotic ensemble. Prominent among the acts are the Crillion Troupe in feats in the air and on the ground, the Davenport Family of riders, Ankio Japs, performing elephants, Roschetta, the man who walks on his head. The wild west exhibition is entitled, "The Passing of the West."

A few weeks later the Billboard gave a more complete review of the show's 1921 appearance and performance, "Everything is running smoothly and a neater outfit of its size is hard to find. The parade glitters with gold leaf and tinsel and cages and floats are the last word of art. Both baggage and ring stock are in excellent shape. The following program is under the personal direction of Stick Davenport, equestrian director—

1. Tournament, entire company
2. Star and Garland entry
3. Clown song, Jack LaPearl
4. Statuary—Miss Griffin, LaPearl, Clark, and Meyers
5. Clown entry. All clowns on track.
6. Contortion, Ring 1 Billy Woody, Ring 3 Reta LaPearl & trained dogs Center ring, Babe Greene.
7. Swinging ladders, Ring 1 Miss Kline, Ring 3 Miss Griffin, Center ring, Miss Walker.
8. Roschetta Brothers (center ring) featuring Eddie Roschetta walking on his head.
9. Lady principal riding act, Effie Davenport, center ring.
10. Clowns on track.
11. Troupe of ponies in center ring, worked by Mr. Davenport.
12. Ankio Troupe of Japs and Aerial Woodys.
13. Iron jaw acts, Ring 1, Miss Griffin, Center, Crillion Troupe, Ring 3, Miss Clark.
14. Clowns on track.
15. Celeste on swinging wire in center ring, Ring 3, Atlas, tight wire.
16. Roschetta Brothers comedy acrobats center ring, Ring 3, Peewee acrobatic clown.
17. Jockey Act by the Davenport Family
18. Al Langdon and his herd of elephants.
19. Revolving ladders, Ring 1 Crillion Troupe, Misses and Griffin, Ring 3, and Center ring, Babe Greene.
20. Clowns on track.
21. Menage in all rings, Misses Green, Clark, LaPearl, Meyers, Scott, and Davenport.
22. Peewee and his trained goose.
23. Carrying Act, the Davenports.
24. Races.



"The staff includes, William P. Campbell and Fred B. Hutchinson, owners and managers; Art Green, front door and banners; H. G. Miller, reserved seat tickets and announcer; Mrs. Wm. Campbell, reserved seats; Oliver Kreitzer, boss canvasman; Slim Mitchell, asst. boss canvasman; S. W. Floyd, bandmaster; John Turrior, props; H. Phillips, boss hostler; F. Riggs, ring stock; Frank Mutton, concessions; Shorty Taylor, trainmaster; O. Speer, lights."

The article went on to list the band of 12 pieces, and clown alley headed by Jack LaPearl and seven other joeys. The sideshow was under management of A. S. Condon with Tommy Swift, magic; the Great Raymond, baton swinger; Eddie Gillen, comedy juggler; Thomas Cross, band and ten performers, Dixie Minstrels; Glorella troupe of Hawaiians, and a snake act.

After nine additional Alabama stands the show went into Tennessee for ten stands then into Kentucky April 19 at Williamsburg. The show then proceeded to work the coal regions of Eastern Kentucky and western Virginia and then played the state of West Virginia for several weeks. When the mines were working full time as they were then this was very good early spring territory. To this day several shows work a similar route each spring.

The May 14, 1921 Billboard sums up the good business the show was enjoying in the following article, "Charles Celeste, who is on the Campbell-Bailey-Hutchinson Circus has written the Billboard from Catlettsburg, Kentucky and says he is having the time of his life. 'The show is now in the coal and oil well districts of Kentucky and Virginia,' he says. 'We are playing to capacity business and the organization is the most compact all round family show I ever trouped with and it is giving splendid satisfaction.' Celeste mentions Dr. Conlon, sideshow manager and announcer who says wins the crowds and that Billy Campbell and Fred Hutchinson tame the patrons when they get them into the menagerie. He says the courtesy shown by these gentlemen is a big asset and is helping the entire tour. Stick Davenport is moving his department with the smoothness of an airplane flight."

Other shows were in keen competition with the show for the good coal district business and considerable billing wars existed. Often bitter feeling occurred over the covering of one show's paper by another. The August 6, 1921 Billboard relates such an instance when it mentions a billing war between Campbell-Bailey-Hutchinson and the Great Keystone Shows, a mud circus owned by Sam Dock. "H. Ray Brison of the Great Keystone Shows writes, 'The advance car No. 1 of Campbell-Bailey-Hutchinson covered our paper at Orlando, W. Va. two days before we made the town. They covered one stand

and tried to cover more but were stopped. Mr. Sam Dock will bring a law suit if they cover any more.' "The May-June 1958 issue of Bandwagon carried an article about the oldtime billing wars and printed two photos taken by Bill Woodcock when he was on the Campbell-Bailey Hutchinson advance car. One photo showed a Wheeler Bros. Circus paper stand on a barn, and the other photo showed the same stand after it had been covered with Campbell-Bailey-Hutchinson paper.

Some performance changes took place during the season. The June 4 Billboard reported that Ed Conliss the clown who was with Warners Society Circus was now on the show and was working the come-in in female attire. The LaVerne, tight wire act, also joined the show.

On July 14 the show entered Pennsylvania at Point Marion and after five additional stands in that state the show went back through West Virginia and entered Ohio July 30 at Freeport. Michigan was next and then the circus moved into Wisconsin and Minnesota and territory played in 1920. The show went into South Dakota Sept. 1 at Milbank and remained for eleven stands. After moving rapidly across Iowa in two stands the season closed Sept. 20 at Lancaster, Missouri. From there the show went into winterquarters at the William P. Hall farm nearby. It seems that business must have fallen off considerably in the late season although the earlier part was fairly successful. Several key acts including Jack LaPearl, producing clown, and the Davenports left prior to the close. Pony Red was listed as equestrian director at the close. Jack LaPearl once said that the personnel referred to the C. B. & H. show as Cold, Broke, and Hungry.

Before the opening of the 1922 season considerable changes in both the

show's ownership and equipment took place. William "Low Grass" Campbell of Evansville, Wisconsin bought an interest in the show and became actively engaged in the management and policies. "Low Grass" Campbell was quite well known in the circus world. He was a son-in-law of Popcorn George Hall, having married his daughter, Mabel, some years earlier. Popcorn George Hall of course was an old time small circus owner who operated over a number of years. Low Grass Bill had been on a number of shows including Jones Bros. in 1915. In 1919 he operated the George W. Hall Circus on two cars. So far as is known he was complete owner of the show using his father-in-law's name. In 1920 his two car show used the name of Campbell Bros., although the Hall name may have been used for part of the season. In 1921 the show's title was Campbell Bros. for the entire season.

For the 1922 season another elephant, Tommy, was leased from W. P. Hall giving the show a total of three. Bill Woodcock says this concerning the new elephant, "Now, this Tommy was a female, and as a punk she was with the Gollmar Bros. show. She also put in some time with the James Patterson shows, and also some time with Fred Buchanan's Yankee Robinson Circus, but I can't say whether Hall bought her from Buchanan or from James Patterson. Anyhow, Hall had accumulated her by the winter of 1921-22 and sent her to the Campbell-Bailey-Hutchinson show for 1922."

The show's flat cars which were all 40 and 50 ft. cars were replaced by 61 ft. cars, which gave added loading space. From information listing the number of cars at the show's sale in early 1923 it seems the show traveled on only 9 cars—1 advance, 2 stocks, 2 sleepers, and 4 flats, however this is not to be taken as a fact that such was the case. It is possible that another flat car was disposed of in some manner and wasn't listed among the cars at the sale. In any event the shows 4 new 61 ft. flat cars would give more loading space than the old five would have. It is believed the menagerie took up the additional flat car space as the Billboard reported a strengthened menagerie for 1922, and a 16 ft. cage figured in the sale of the show which was not there the first two years.

Just what new equipment was purchased from whom is not definitely known but as the show was wintering at the Hall farm there is a good chance some of it came from there. A note in the May 27, 1922 Billboard stated that some of the equipment came from Horne's in Kansas City. The Billboard reported that the Horne's Zoological Garden Co. of Kansas City had purchased the train and wagons of Costello's Mighty Midway Shows (carnival) and had sold flat cars to the Isler Greater Shows (carnival) and also stated that the Campbell-Bailey-Hutchinson Cir-

(Continued on Page 12)



Woodcock Collection

Photo No. 6—"BILL WOODCOCK, (WITH CAP), WELL KNOWN ELEPHANT TRAINER, WITH ANOTHER YOUNG TROUPE MEMBER STANDING BESIDE THE COOKHOUSE WAGON, 1920. Through the paint on side of the wagon could be seen the title of Orton Bros. Three Ring Circus."



# »» Freddie Daw's Three-Ring Letter ««

WINTERQUARTERS

28 Majorca Avenue

CORAL GABLES, FLA.

Dear Circus Fans:

This is a pretty big order I have cut out for myself this year, but I am going to guarantee the C.M.B. and the C.H.S. 25 brand new spanking members. I am hoping to soon see 1000 members in each organization and by December, I will let you know how I made out with my 25 prospects.

We got a little off the lot in our copy last issue and the three errors should have read like the following: That Kent Ghirard is a stilt-clown, also that interested persons who would like to see 1/2" scale figures drop me a card. Last of all, I have now only 18 copies left of Center Ring by Taylor; it sold for \$3.50 . . . While they last \$1.75 . . . Hurry . . . order now.

A phone call from the C.H.S. President in April was most welcome. Fred Pfening was attending a convention on Miami Beach. I was playing an engagement over the weekend, so we couldn't get together. I'll see the Pres. when he returns in June. Wonder what we will talk about? SUCRIC?

Bettie and I both now have our C.M.B. patches from Roy Ivy. Believe me, they are really colorful. You can do yourself proud wearing one of these on your jacket.

John Whitfield C.H.S. penned me the following: Harold Alzana re-joined RBBB in Greensboro, N. C. He didn't wait for the Garden. Unus got hurt here. Also the Zacchins joined in Charlotte. Bale may just get the Cat act come mid-season.

Bill Frank C.M.B. sent me a great color snap of his advertising car that is really a lulu. The painting of the mural is "the most!"

Charlie Boas C.M.B. and Sec. of Ring 23 had much to do with the circus model on display at the Michigan State University. It was estimated that between 80 and 100 thousand people saw the exhibit. Believe it or not, but Charles wangled National coverage on the show.

My youngest Circus Fan, Mark Barrie (8 yrs. old) writes that his mother had a little trouble with the Wardie-Jay wagon. At the end of his letter Mrs. Barrie wrote, "I have been encountering a great deal of difficulty in putting together the Wardie-Jay Liberty Bell Band Wagon. Parts are missing, directions very vague and I have come to regard Mr. Wardie-Jay as my arch enemy." Editor's note: Kit was **not** purchased from F. D. 'tho we did help her out. Some other store had packed in the rear high wheels instead of four low wheels. P.S.

Mrs. Barrie had the wagon done in time for the Hobby Show in Patchogue and the F. D. Bandsmen graced the Band Wagon as they only can . . . The Liberty Band Wagon kit I believe, is one of Wardie-Jays best efforts. I have it in stock for \$2.95 plus 25¢ postage. We will build it for you and all you need to do is paint and decal it (decals included) \$9.95 p.p.

Up in Rhinelander, Wisconsin, in a wheel chair and in a rest home, sits Eddie Gropengeiser. Eddie recently resigned from C.M.B. for only one reason, funds were low and he couldn't afford it any longer. Here is a man in his fifties who now can only look forward to the mailman's visit every day and hope that he will be included in the mail call. If not, at least he can work on his circus layout. This is his biggest interest in his remaining life. And Eddie writes that his circus is the only thing left that keeps his spirits up. Now my fellow members, don't worry about his dues—that has been taken care of and he will be reinstated. A subscription to the Bandwagon is forthcoming, but you can send Eddie a card or some little item about a circus, maybe an old program or you might have a double of an old litho you can spare, but in any event, just remember Eddie Gropengeiser, Jans Rest Home, 114 Curran St., Rhinelander, Wis. (Wisconsin members take note.)

A letter from Don Francis, Calif. where he stamped his approval on the Clown holding a head of cabbage. Thanks Don!

I didn't know it, but maybe you did. When one of the Human Bullet stars is projected from the cannon, they black-out for almost 1/3 of the distance. On an open air show, they have been known to go 200 feet before hitting the net.

Being a musician myself, I always thought I knew about Circus Bands, that was until I started corresponding with Charlie Day, Omaha, Nebraska. Here is a fellow who has played with, jammed with, and sat-in with the best of them. He can name circus musicians that would make the American Federation of Musicians envious if they were all living and still paying their union dues.

When you go early to the Ringling show, and who doesn't, notice what a great showman Otto Griebing is. On TV, they call it, the warm up before the show, but the fun he has with the late arrivals who barely make it before the whistle time is something to see. Go early this year and just watch Otto!

Don't forget my complete Circus Lists are yours for the asking—just drop me a card. F. D.

Mr. H. L. Gipson, Major-domo of Caxton Publishers informs me that the Chindahl book, "A History of the Circus In America" is now in it's 2nd printing. What a fine tribute to the late author that his works are so popular and still in demand. Outstanding is the list of 1100 Circuses, covering a period of almost two centuries. Better add this to your collection. Postpaid \$5.00. Also from the same publisher, "Hold That Tiger" by Mable Stark—Postpaid \$2.50. Read 'EM.

When I last wrote about Felix Adler little did I know that C.M.B. Bill Trader had already sent me a clipping from the Clinton, Iowa Herald that published a poem written by Felix in 1938. He summed it up pretty much like the following:

The poem went like this:

For many long years I've been trouping about.  
And acting up capers, just to hear children shout —  
Their boundless pleasure, joy and glee  
For I'm always happy their pleasure to see.

So I sit on my trunk as I whiten my face,  
Justly proud of my calling, content with my place  
For by playing a fool seems to brighten some life  
To bring back the laughter, forgotten the strife.

So if I should live my life over again —  
In this world of contention and selfish men,  
I'd choose I am sure to again be a clown  
And think up more antics to banish a frown

Though I s'pose there are many who would not agree  
And think it much better a rich man to be  
But the touch of gold seems to harden the heart;  
Till we miss the great joy in a human part.

— Felix Adler

Again my Big Top Stationery was called upon. This time Mr. Barto, Pres. of the Schuylkill Haven Lions Club of



# »» Freddie Daw's Three-Ring Letter ««

WINTERQUARTERS

28 Majorca Avenue

CORAL GABLES, FLA.

New York. They too were promoting the Cristiani Bros. Circus in early May. Here is my stationery list:

The Big Top, The Big 3 Ring, The Big Sideshow, The Big Parade, The Big Show and The Big Train Show. 50 sheets: \$2.00; 100 sheets: \$3.00; 200 sheets: \$5.00. All headings in 3 colors. Add 25¢ postage on each order. Kay Goff Payne is the artist on the above, THE BEST!

Clarence Pfeffer's Biography on the life of Terrell M. Jacobs was a great tribute to this fine performer. Clarence need not take a back seat from anyone—he did an excellent job. F. D.

My book supply took a profitable beating last issue, so I can only show what is left:

4 copies only—"Circus" by Stuart-London. Over 100 pictures and sketches. Reg. price \$6.00 — F. D. price \$4.00 p.p.

"Grimaldi—King of Clowns" by Findlater, \$3.00.

Ringling Picture Book — \$1.50.

Circus Clowns on Parade by Cook, \$2.00.

Circus Bands Booklet by Braathen, \$1.00.

Ringling Program, 1958 — 60¢.

Ringling Program, 1959 — 60¢.

After you read the "Circus Kings" by Henry Ringling North, you get a different impression of Brother Johnnie. He sure did inherit many of his Uncle John's ways and the more you read the efforts of Henry, the more respect you seem to develop for John N. This book will go down in history as one of the classics of the Ringling Empire. If you have a touch of sentiment, it will really hit you when John Ringling ends a chapter saying, "I'm the last one on the lot." The Circus Kings shipped postpaid \$4.95 per copy.

A long distance phone call from Charlie Amos, High Point, N.C. requesting that we build him a Rhino Cage Wagon. Charles said, "Build like the hippo den and just leave off the tank." So we did and it turned out great. Rhino Cage Wagon built but unpainted: \$8.95 postpaid.

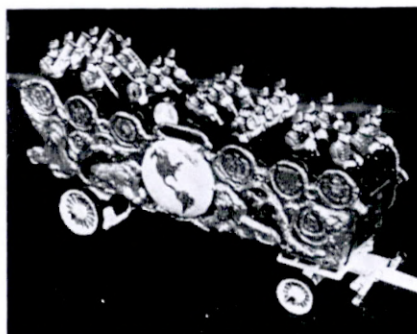
On the subject of wagons, we will soon have three. We named them the Marcus-Daw Circus Wagons. Bill Marcus has just about taken over all construction as I just can't find the time to build them myself. (Off the record, Billy builds better than I!) So here they are: The Hippo Cage Wagon with tank: \$8.95; The Rhino Cage Wagon \$8.95; And as soon as all the kinks are ironed out, the Gorilla Cage Wagon, including gorilla and rubber tire swing, unpainted, \$9.95 postpaid. Please remember you must order in advance as these are not stock

items. Allow at least two weeks delivery. Order NOW.

THEY'VE GOT TO GO—All I have left of the Globe Kits is the Calliope Wagon. I'll even include a F. D. Driver. Send only 85¢ and the deal is on the way.

As long as you keep ordering the following I'll keep making them up and shipping them:

All you pay for is the postage and wrapping. Assortment of Scrap-book Material: U. S. Rubber Co. story of Hunt's Circus, plenty of pictures. History of the American Bandwagon from Clever Brooks Co. Side-show and picture of Barnum from John Hancock Ins. A beautiful clown head pic from Hammermill Bond



Bill Sadlers' Two Hemisphere Wagon in 1/4" scale featuring Freddie Daw's Windjammers.

Paper Co. Three pics from Peninsular Paper Co. I'll accept coin or stamps on this. 49¢.

"I Love You Honey But The Season's Over." Did you ever have the urge to run away with a circus? Author Connie Clausen did not!! But her father saw to it that she made all the rehearsals and got her proper rest so she wouldn't miss being a starlet of the Greatest Show On Earth. She was hired on the sidewalks of Sarasota by the John Ringling North, so no one could fire her even if they felt she would never "be with it." This is the first book I have ever read where the author was not a headliner and could talk freely about her co-workers with no fear of hurting the other parties of the "Big One." This book is in stock now and as Connie was a spec girl and my new dainty Spec Girl figure is ready to ship, I'll include one figure with every book order. Henry Holt Publishers. Price of this unit, \$3.95 postpaid.

## HERE'S GOOD NEWS!

Ellis Island  
New York, "N.Y."

Freddie Daw  
28 Majorca Avenue  
Coral Gables 34, Florida

Dear Mr. Daw:

I'm new here and am known as the Umbrella Clown, also 1/4" scale and easy to paint. I'm made of Britannia Metal and if you are real careful, you can bend my arms—like you Yankees say "Easy does it." Bend very slowly. I'm holding a wee umbrella high above my head and tipping my hat to the ladies with the other. I would like to appear at all the Model Circuses here in the States and Canada. My salary demands are very small—\$1.25 (unpainted) and I don't eat much. I'll even pay my own transportation (Postpaid).

Mr. Daw, I am appointing you my American agent and hope you can place me with all the model builder's circuses soon.

Yours very truly,  
Felix Fantus  
"The Umbrella Clown"

All built up and ready to high ball to the lot. Three (3) F. D. Flat Cars complete with all hardware and trucks. All you need do is paint—\$7.95 each. Also one and one only, already built, Stock Car; you paint and this has AT LAST sliding-doors, thanks to Billy Marcus. All hardware and trucks, even decals—\$12.95.

I only took a shot in the dark when I asked if anyone would be interested in an article "Building A Miniature Circus." I didn't realize that 26 Circus Fans would want to take up the challenge. So we start with next issue.

The Emmett Kelly postcards sold out completely but here is Ray Wolfs' "Big Top on The Lake Front" in color. 100 postcards shipped p.p. \$2.00. Grand idea for Christmas greetings next year.

Will close a little differently this month and just to show that I didn't forget, here is May birthday greetings to: John F. Palinkas, Sr., Gordon E. Jones, Lawrence Hartt, William V. Frank, Dana C. Blom, may you all add many more candles.

"Meet you on the midway."

Freddie Daw

ADVERTISEMENT





Woodcock Collection

Photo No. 7—"BEAR CAGE WITH FOUR PONY HITCH DRIVEN BY FRANK RIGGS AT SAMSON, ALA. WINTERQUARTERS, EARLY 1921.

cus had secured its new equipment from Horne. No details were given but I suspect the new flat cars came from Horne and possibly some of the new animals.

The 1922 season opened April 29 at Canton, Missouri. Not too many details are available on the opening performance but the May 20, 1922 Billboard carried the following article concerning the show, "The Campbell-Bailey-Hutchinson Circus, much improved and larger than the past season is doing good business. Several new dens of animals have been added to the menagerie, and another "bull" to the herd of performing elephants. With the show are Harry Phillips, boss hostler; Pony Red, trainmaster; J. Miller, tickets; Al Langdon, elephants; Al McCloud, wife and son and Hank Linton and wife in the Wild West; Arthur Green, front door; Babe Green, big show; Robert Wood, clown; Ladora Family, Conley Troupe, George Clark and wife; Rube Perkins, Whitier Troupe, Blacky Banks, and Billy Woody in the big show. Daddy Gaston is in clown alley, S. W. Floyd has the band, and Al Condon the sideshow."

Several of the acts were holdovers, however, the Davenport Family which had been the mainstay of the performance the first two seasons were no longer with the show. The absence of the Davenport

port stock made it necessary that the show obtain additional horses and ponies.

The 1922 season saw fourteen flat car type railroad circuses on the road. The list included Ringling-Barnum, Sells-Floto, Hagenbeck-Wallace, John Robinson, Al G. Barnes, Gollmar Bros., Walter L. Main, Rhoda Royal, Sparks, Howes Great London, Gentry Bros., Patterson's Trained Wild Animal, Christy Bros., and Campbell-Bailey-Hutchinson. With the exception of Ringling-Barnum all of them paraded. Also out were several two and three car gilly type railroad circuses and a number of overland shows. It goes without saying that it took smart routing to get it in those days.

Unfortunately a change in business methods had occurred in the operation of the show, which would before the season was over, cause dissension between the owners, wreck the show's morale, and finish the circus. Although no grift was carried in either 1920 or 1921 it was added in 1922 and the "lucky boys" running their sideshow games created "heat" coming and going. Such heat created in the coal regions of Kentucky and West Virginia, which in those days were bad enough even without grift, made it rough and tough indeed on legitimate troupers.

After the opening the show moved into



Woodcock Collection

Photo No. 8—"TRAIN ON SIDING, SAMSON, ALA. WINTERQUARTERS, EARLY 1921. Cars from right to left are first No. 20 Reno Sleeper; next the other sleeper; third car is the advance; and fourth a converted car for use of ringstock and elephants; the fifth car barely seen is a 50 ft. stock car; then come the five flats which are not visible. The end of the train came right up almost to the main drag in Samson. Note the one sheet on end of first car, which gives the Reno car the look of an advertising car. On the other side of the train was a brick store building and on the other side of it a frame barn where the horses, elephants, and caged animals were housed. To rear of these buildings and on the other side of the train was where the wagons were parked."

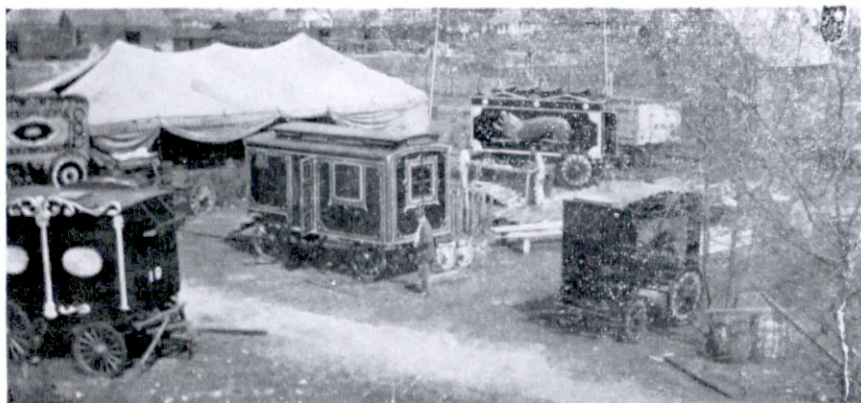
Illinois for six stands and then entered Kentucky May 8 at Fulton and remained in that state for 24 stands. Again the show was seeking its harvest in the coal fields. West Virginia saw the show for eleven stands beginning June 5 at Kenowa, and then after one stand in Virginia the show came back for fourteen more dates. A Maryland stand followed with a few more in West Virginia and then the show headed east across Maryland and went into Pennsylvania July 24 at Spring Grove. After ten stands in the Keystone state the circus went into New Jersey August 4 at Mt. Holly and remained in that state until August 28. After additional Pennsylvania stands the show went down the Maryland-Delaware border region headed south. The show entered North Carolina Sept. 26 at Akoskie on the last leg of the tour.

The Billboard was rather liberal with news of the show during the final season. The August 19 Billboard carried a short review notice by Al F. Wheeler, well known showman himself, who could always put in a good word for any show when he wanted to. "Campbell-Bailey-Hutchinson Shows played Oxford, Pa. the home of Alf F. Wheeler and winter quarters of the Wheeler Shows August 1 to two capacity houses. The performance gave great satisfaction and the management left many friends in the little circus city through the courtesy and business like manner in which all their dealings were conducted. The show reports excellent business at nearly every stand it has made in the east although a new title for the territory, writes Al F. Wheeler."

The August 26 Billboard reported that George Rich who dates way back in circus history had closed as general agent of the show and had been appointed general agent of the James B. Wells Trained Animal Circus, which he helped organize in 1919 and which had never closed since it started on the road. In the same issue Orville Speer advised that the show gave three shows at Cape May, New Jersey, August 14 with turnaways at two of them. Tickets for the first performance was sold out at 10 a.m. The location was on the boardwalk and he reported the show was also on the boardwalk at Long Branch, New Jersey.

Most of the season the show advertised for acts and personnel indicating quite a bit of turnover during the season. In September Ed L. Brannon closed as railroad contractor and W. H. Middleton was added to do local contracting. Brannon wrote to the Billboard when he closed that business for the show had been big in some spots and bad in others. William P. Campbell personally took over the advance when Brannon left. Also in September the Billboard reported that George and May Clarke had left the show's performance to join the Siegrist and Silbon Shows (carnival). The Sept. 23 Billboard said that top notch performers on the show, the Brothers Damm are making them all take notice with their comedy acrobatic act





Woodcock Collection

Photo No. 9—"WAGONS PARKED IN SAMSON, ALA WINTERQUARTERS 1921. Wagon upper far left is the candy stands wagon. Old Campbell Bros. cage with carvings on sides is in left foreground, used for carrying lights. In center is the ticket wagon, which the Young Fuffa'o Wild West lettering showed through the paint in space between roof and top of windows. Wagon with dragon carvings is the No. 1 Bandwagon which carried the sideshow. Just to right of it is one of the oil field wagons used to carry properties. Open den at far right of photo is the monkey cage and wagon with painted side panels in right foreground is the bear cage. Small tent houses seats and used for repairs and painting. In front of the horse barn on the main street was a lot large enough for a small show to get on."

and ring act, finishing with a toe to toe catch. This was one of the better acts of its type and a crowd pleaser. Earlier Elmer C. Myers reported that he was doing good business with his Zula Pit Show. He reported that he had received a beautiful new red and white striped tent made by the U. S. Tent and Awning Co. Myers further advised that the show was doing good business.

The Sept. 9 Billboard carried a rather interesting review of the circus. It was under the heading Sam Banks visits Circus, August 10, Highstown, N. J.—"Campbell-Bailey-Hutchinson show is a classy 10 car outfit. The spread of canvas looks good and imposing. There are 3 huge elephants, whose act is as good as can be seen in circusdom, and the show is framed to "get the money." Moreover with Fred Hutchinson and young Bill Campbell at the helm and General Agent Ed Brannan and High Grass Campbell in advance, this show should get by all right. They told me Pennsylvania had been good to them.

"I had supper with Messrs Hutchinson and Campbell, and the cookhouse was so inviting that I enjoyed my meal as thoroughly as I should have enjoyed a feed at the Hotel Astor on Times Square. And troupers will realize that is saying a lot. I also visited the train. The cars newly painted and in good condition make a very creditable circus appearance.

"I met a number of old timers from "Fatty Arbuckle" Green to Troupers Fitzsimmons, including all the stake and chain wagon bunch. Dutch "Otto" Hoffman was away from the show for a few days. I had not seen Bill Campbell and Mabel Hall since 1907 when we all tramped together with the Hargreaves Circus and Mabel worked the gigantic elephant, "Charlie." When I asked her what had become of that bull she informed me that he turned bad on the farm in Wisconsin. She said she could handle him long after everyone else was afraid to go near him but that finally he slapped her and had to be executed."

By September things were getting bad on the show. The grifters were creating a lot of heat for the show and provoked quarrels among the owners. Some wanted the grift others did not. Someone took a shot at Low Grass Bill Campbell one night and it was presumed to be one of the "lucky boys" just run off from the show. Finally the three partners decided to call it quits and dissolve the corporation.

The Sept. 23, 1922 Billboard carried the following advertisement: "FOR SALE CAMPBELL-BAILEY-HUTCHINSON CIRCUS AND WILD WEST COMBINED. Best and most successful ten car circus and wild west in existence. Now running in third successful season. The only reason for selling is disagreement among the owners. Can be seen in operation at Berlin, Maryland, Sept. 20, Princess

Anne, Sept. 21; Talsey, Virginia, Sept. 22; Exmore, Virginia, Sept. 23. Address Campbell-Bailey-Hutchinson."

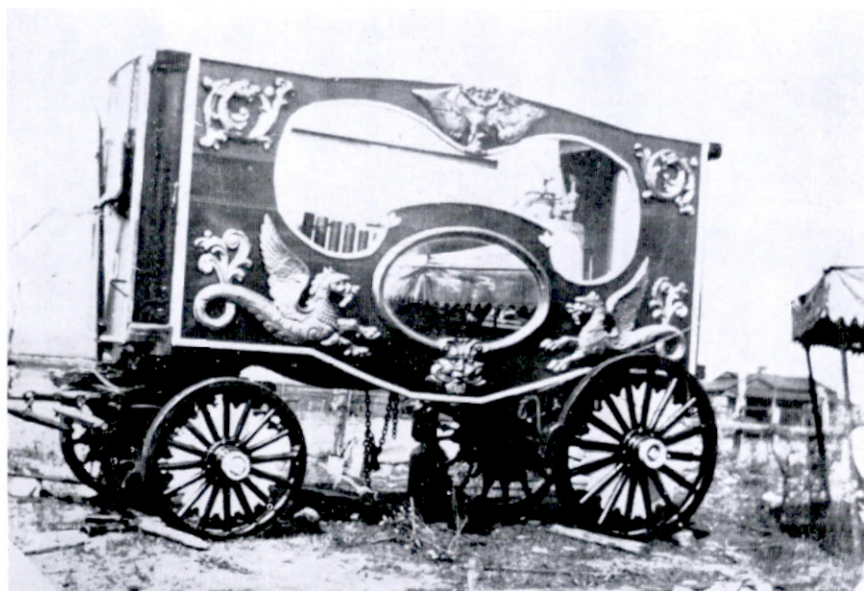
A most revealing statement concerning the advertisement for sale of the show appeared in the next issue of the Billboard as follows, "A correspondent writes anent an advertisement in our last issue, offering for sale a circus and wild west show. A disagreement among owners may be the ONLY reason for selling, but the real reason is graft-graft that has besmirched and ruined the title, graft that has kept the show disorganized, graft that has nullified the advance work and prevented the show from making money."

The show played its final stand Oct. 7 at Tarboro, N. C. and then the property was stored there until it could be sold.

Financial and other difficulties between the owners was straightened out and the Feb. 3, 1923 Billboard carried an ad by the show that, "An auction sale will be held on February 7, 1923 at 10 o'clock—1 advance car, 2 sleeping cars, 2 stock cars, baggage wagons, tents, lights, seats, and many other things too numerous to mention will be sold to the highest bidder at Tarboro, N. C."

It seems that Low Grass Bill Campbell took over the show's flat cars plus some other property and animals which no doubt represented his equity in the circus, and in the March 3, 1923 Billboard Low Grass advertised for sale, "4 flat cars, new last spring, 61 ft. long; one 16 ft. cage, like new; one January cart; 4 young stallions, and 4 lions." It wasn't long before Low Grass was back in the circus business with a small gilly show.

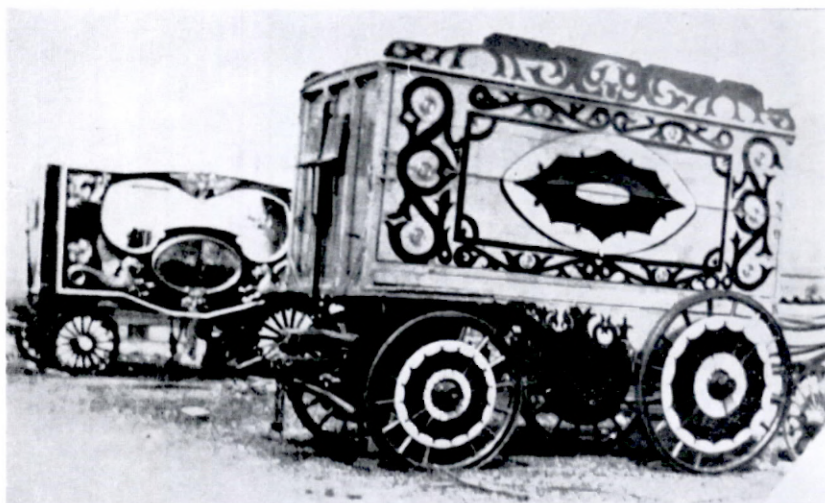
Practically no details concerning the auction of the circus appeared in the Billboard and other trade publications. A short note did appear a few weeks later which stated that the Scott's Greater Shows, a carnival, had purchased the equipment of the Campbell-Bailey-Hutch-



Woodcock Collection

Photo No. 10—"STEAM CALLIOPE, SAMSON, ALA., WINTERQUARTERS 1921."





Woodcock Collection

Photo No. 11—"CANDY STANDS CONCESSION WAGON. SAMSON, ALA. WINTERQUARTERS 1921."

inson Circus at Tarboro at the sale held there. Evidently the circus property was absorbed into the carnival and spent the rest of its trouping days there.

After close of the show High Grass Bill Campbell more or less retired to his Oklahoma home and was not active in circus affairs again. Fred Bailey Hutchinson later worked for the American Circus Corporation and was assistant manager of Hagenbeck-Wallace Circus in 1924. In 1929 he was supt. of tickets

on Sparks Circus. In 1931 he was manager of St. Leon Bros. European Circus, a very fine show that traveled on trucks and baggage cars and played extended stands under canvas. This show had an excellent performance and featured among the acts the John Robinson elephants. Later Hutchinson retired to his Parkersburg, W. Va. home where he died some years ago.

The three leased elephants on the show in 1922 were returned to the Hall

farm. In 1923 they were rented to Fred Buchanan for his World Bros. Circus, and in 1924-25-26 were on his Robbins Bros. Circus. During these years the bulls would be returned to the Hall farm during the winter. Beginning in 1927 they were in an act playing dates and were handled by Clyde "High-pockets" Baudendistil and continued until they were sold to Cole Bros. Circus in 1935. In 1927 the three bulls along with a tusker named Major were on the short lived Cook & Cole Circus, a 15 car railroad show.

Later Cole Bros. turned over Boo and Tommy to a California zoo where they both died sometime thereafter. Ding Dong remained on the Cole show through the 1937 season and in 1938 was on Robbins Bros. Circus, and in 1939 back on Cole Bros. She died in the winter quarters fire in Rochester, Ind. in February 1940.

I have no reports as to the final disposition of the show's equipment other than mentioned above, it going to the Scott's Greater Shows.

For valued help in preparing this article I would like to thank the following: William H. Woodcock, Tom Parkinson, Dick Conover, Fred Pfening, Bob Parkinson, and Leonard Farley of the Hertzberg Circus Collection, San Antonio Public Library.



McClintock Collection

Photo No. 12—"SIX HORSE TEAM PULLING STEAM CALLIOPE, 1921."



# Campbell-Bailey-Hutchinson Circus

## Routes of 1920-21-22 Seasons

GENERAL AGENT — A. G. Campbell  
 FIRST SEASON — 1920.  
 1 Advance Car, Lawrence LeDaux, manager; 2 Stock Cars; 5 Flat Cars; 2 Sleepers; Total 10 Car Show.  
 LOCAL CONTRACTOR — Dixie Eagle.  
 SUPT. OF ELEPHANTS — Al Condon.  
 SIDE SHOW MANAGER — Joe Edwards.  
 EQUESTRIAN DIRECTOR — Doc Filley.  
 BAND LEADER — Joe Lopez.  
 ASSOCIATE OWNERS — Alberto Hutchinson, W. P. Campbell, Anna N. Campbell, Fred Bailey Hutchinson, Julia W. Hutchinson.  
 WINTERQUARTERS — Okeene, Oklahoma.

Season (1920) opened at Okeene, Okla., Saturday, April 24th (Home Opening.)

April 24	Okeene, Oklahoma
April 25	SUNDAY—Enroute
April 26	Watonga, Oklahoma
April 27	Geary, Oklahoma
April 28	Hinton, Oklahoma
April 29	Anadarko, Oklahoma
April 30	Apache, Oklahoma
May 1	Lawton, Oklahoma
May 2	SUNDAY—Enroute
May 3	Walters, Oklahoma
May 4	Waurika, Oklahoma
May 5	Duncan, Oklahoma
May 6	Chickasha, Oklahoma
May 7	Lindsay, Oklahoma
May 8	Pauls Valley, Oklahoma
May 9	SUNDAY—Enroute
May 10	Tecumseh, Oklahoma
May 11	Ada, Oklahoma
May 12	Atoka, Oklahoma
May 13	Kiowa, Oklahoma
May 14	Crowder, Oklahoma
May 15	Dustin, Oklahoma
May 16	SUNDAY—Enroute
May 17	Allen, Oklahoma
May 18	Henryetta, Oklahoma
May 19	Wainwright, Oklahoma
May 20	Ketchum, Oklahoma
May 21	Baxter, Kansas
May 22	Pleasanton, Kansas
May 23	SUNDAY—Enroute
May 24	Locust Grove, Kansas
May 25	Hawthorne, Kansas
May 26	Edgar, Nebraska
May 27	Geneva, Nebraska
May 28	York, Nebraska
May 29	Seward, Nebraska
May 30	SUNDAY—Enroute
(D—Day)	
May 31	Blair, Nebraska
June 1	Oakland, Nebraska
June 2	Le Mars, Iowa
June 3	Sheldon, Iowa
June 4	Sibley, Iowa
June 5	Worthington, Minnesota
June 6	SUNDAY—Enroute
June 7	Windom, Minnesota
June 8	St. James, Minnesota
June 9	LaSuer, Minnesota
June 10	Hudson, Wisconsin
June 11	New Richmond, Wisconsin
June 12	Cumberland, Wisconsin
June 13	SUNDAY—Enroute
June 14	Rice Lake, Wisconsin
June 15	Chetek, Wisconsin
June 16	Bloomer, Wisconsin
June 17	Spooner, Wisconsin
June 18	Superior, Wisconsin
June 19	Claquet, Minnesota
June 20	SUNDAY—Enroute
June 21	Grand Rapids, Minnesota
June 22	Cass Lake, Minnesota
June 23	Park Rapids, Minnesota
June 24	Long Prairie, Minnesota
June 25	Elbow Lake, Minnesota
June 26	Morris, Minnesota
June 27	SUNDAY—Enroute
June 28	Graceville, Minnesota
June 29	Benson, Minnesota
June 30	Litchfield, Minnesota
July 1	Cokato, Minnesota
July 2	St. Louis Park, Minnesota
July 3	Jordan, Minnesota
July 4	SUNDAY—Enroute
July 5	Montgomery, Minnesota
July 6	Waterville, Minnesota
July 7	Janesville, Minnesota
July 8	Kenyon, Minnesota
July 9	Mendota, Minnesota
July 10	White Bear, Minnesota

July 11	SUNDAY—Enroute
July 12	Ladysmith, Wisconsin
July 13	Rhineland, Wisconsin
July 14	Goodman, Wisconsin
July 15	Gladstone, Michigan
July 16	Manistique, Michigan
July 17	Munising, Michigan
July 18	SUNDAY—Enroute
July 19	Republic, Michigan
July 20	Baraga, Michigan
July 21	Ontonagon, Michigan
July 22	Crystal Falls, Michigan
July 23	Wausaukee, Wisconsin
July 24	DePere, Wisconsin
July 25	SUNDAY—Enroute
July 26	Chilton, Wisconsin
July 27	Cedarburg, Wisconsin
July 28	Hartford, Wisconsin
July 29	Pardeeville, Wisconsin
July 30	Mauston, Wisconsin
July 31	Horicon, Wisconsin
Aug. 1	SUNDAY—Enroute
Aug. 2	Waupum, Wisconsin
Aug. 3	Markesan, Wisconsin
Aug. 4	Winnicoone, Wisconsin
Aug. 5	Nortonville, Wisconsin
Aug. 6	Stevens Point, Wisconsin
Aug. 7	Spencer, Wisconsin
Aug. 8	SUNDAY—Enroute
Aug. 9	Stanley, Wisconsin
Aug. 10	Medford, Wisconsin
Aug. 11	Greenwood, Wisconsin
Aug. 12	Newkooa, Wisconsin
Aug. 13	Tomah, Wisconsin
Aug. 14	Sparta, Wisconsin
Aug. 15	SUNDAY—Enroute
Aug. 16	Lansing, Iowa
Aug. 17	Colmar, Iowa
Aug. 18	Fayette, Iowa
Aug. 19	Monticello, Iowa
Aug. 20	Lekoosa, Iowa
Aug. 21	Williamsburg, Iowa
Aug. 22	SUNDAY—Enroute
Aug. 23	Sigourney, Iowa
Aug. 24	Mystic, Iowa
Aug. 25	Gault, Missouri
Aug. 26	Novinger, Missouri
Aug. 27	Milan, Missouri
Aug. 28	Cincinnati, Iowa
Aug. 29	SUNDAY—Enroute
Aug. 30	Moulton, Iowa
Aug. 31	Bloomfield, Iowa
Sept. 1	Farmington, Iowa
Sept. 2	Palmyra, Missouri
Sept. 3	St. Charles, Missouri
Sept. 4	Clayton, Missouri
Sept. 5	SUNDAY—Enroute
Sept. 6	Fredricktown, Missouri
(Labor Day)	
Sept. 7	Jackson, Missouri
Sept. 8	Dexter, Missouri
Sept. 9	Malden, Missouri
Sept. 10	Campbell, Missouri
Sept. 11	Piggott, Arkansas
Sept. 12	SUNDAY—Enroute
Sept. 13	Reactor, Arkansas
Sept. 14	Paragould, Arkansas
Sept. 15	Manila, Arkansas
Sept. 16	Blytheville, Arkansas
Sept. 17	Osceola, Arkansas
Sept. 18	Wilson, Arkansas
Sept. 19	SUNDAY—Enroute
Sept. 20	Marked Tree, Arkansas
Sept. 21	Marion, Arkansas
Sept. 22	Holly Springs, Mississippi
Sept. 23	Oxford, Mississippi
Sept. 24	Grenada, Mississippi
Sept. 25	Senatobia, Mississippi
Sept. 26	SUNDAY—Enroute
Sept. 27	Covington, Tennessee
Sept. 28	Dyersburg, Tennessee
(Floyd King's home town.)	
Sept. 29	Fulton, Kentucky
Sept. 30	Eddyville, Kentucky
Oct. 1	Greenville, Kentucky
Oct. 2	Dawson, Kentucky
Oct. 3	SUNDAY—Enroute
Oct. 4	Marion, Kentucky
Oct. 5	Sturgis, Kentucky
Oct. 6	Morganfield, Kentucky
Oct. 7	West Providence, Kentucky
Oct. 8	Earlington, Kentucky
Oct. 9	Pembroke, Kentucky
Oct. 10	SUNDAY—Enroute
Oct. 11	Russellville, Kentucky
Oct. 12	Franklin, Kentucky

Oct. 13	Franklin, Tennessee
Oct. 14	Mt. Pleasant, Tennessee
Oct. 15	Lawrenceburg, Tennessee
Oct. 16	Sheffield, Alabama
Oct. 17	SUNDAY—Enroute
Oct. 18	Haleyville, Alabama
Oct. 19	Jasper, Alabama
Oct. 20	Calera, Alabama
Oct. 21	Clanton, Alabama
Oct. 22	Georgiana, Alabama
Oct. 23	Andalusia, Alabama
Oct. 24	SUNDAY—Enroute
Oct. 25	Union Springs, Alabama
Oct. 26	Ft. Gaines, Georgia
Oct. 27	Shellman, Georgia
Oct. 28	Arlington, Georgia
Oct. 29	Hartford, Alabama
Oct. 30	Samson, Alabama
Oct. 31	SUNDAY—Enroute
Nov. 1	Columbia, Alabama
Nov. 2	Leesburg, Georgia
Nov. 3	Montezuma, Georgia
Nov. 4	Ft. Valley, Georgia
Nov. 5	Gordon, Georgia
Nov. 6	Tennille, Georgia
Nov. 7	SUNDAY—Enroute
Nov. 8	Midville, Georgia
Nov. 9	Swainsboro, Georgia
Nov. 10	Stillmore, Georgia
Nov. 11	Hazelhurst, Georgia
Nov. 12	Douglas, Georgia
Nov. 13	Willacoochee, Georgia
Nov. 14	SUNDAY—Enroute
Nov. 15	Adel, Georgia
Nov. 16	Quitman, Georgia
Nov. 17	Thomasville, Georgia
Nov. 18	Moultrie, Georgia
Nov. 19	Sylvester, Georgia
Nov. 20	Blakely, Georgia

(Closing Stand)  
 The end of a long successful season. This little show made 180 stands and wintered in Samson, Alabama.  
 Compiled by E. W. Adams, for J. T. Bradbury, CHS, Atlanta, Georgia, 1956.

GENERAL AGENT — A. G. Campbell  
 OFFICIAL ROUTE—Season of 1921.  
 1 Advance Car, 5 Flat Cars, 2 Stock Cars, 2 Sleepers, Total 10 Car Show.  
 GENERAL MANAGER—Fred Bailey Hutchinson.  
 OWNERS — A. G. Campbell (Wire Grass Campbell) and Fred Bailey Hutchinson.  
 SUPT. OF ELEPHANTS — Bill Woodcock.  
 BANDMASTER — S. W. Floyd.  
 SIDE SHOW MANAGER — A. S. Condon.  
 EQUESTRIAN DIRECTOR — Stick Davenport.  
 WINTERQUARTERS — Sampson, Alabama.

Season 1921 opened at Sampson, Alabama Saturday, March 26th, 1921 (Home Opening.)

March 26	Sampson, Alabama
March 27	SUNDAY—Enroute
March 28	Greenville, Alabama
March 29	Pratville, Alabama
March 30	Calera, Alabama
March 31	Blacton, Alabama
April 1	Tuscaloosa, Alabama
April 2	Bessemer, Alabama
April 3	SUNDAY—Enroute
April 4	Cullman, Alabama
April 5	Hartselle, Alabama
April 6	Athens, Alabama
April 7	Lewisburg, Tennessee
April 8	Fayetteville, Tennessee
April 9	Decher, Tennessee
April 10	SUNDAY—Enroute
April 11	Shelbyville, Tennessee
April 12	Murfreesboro, Tennessee
April 13	Lebanon, Tennessee
April 14	Cookeville, Tennessee
April 15	Rockwood, Tennessee
April 16	Harriman, Tennessee
April 17	SUNDAY—Enroute
April 18	La Follette, Tennessee
April 19	Williamsburg, Kentucky
April 20	London, Kentucky
April 21	Barboursville, Kentucky
April 22	Middlesboro, Kentucky
April 23	Pennington, Virginia
April 24	SUNDAY—Enroute
April 25	Norton, Virginia
April 26	St. Paul, Virginia
April 27	Elkhorn City, Kentucky
April 28	Pikeville, Kentucky
April 29	Paintsville, Kentucky
April 30	Louisia, Kentucky
May 1	SUNDAY—Enroute
May 2	Catlettsburg, Kentucky
May 3	Milton, W. Virginia
May 4	St. Albans, W. Virginia
May 5	Montgomery, W. Virginia
May 6	Oak Hill, W. Virginia
May 7	Hinton, W. Virginia
May 8	SUNDAY—Enroute



**Fulton, Ky Sept. 29**  
Wednesday

RAIN OR SHINE.



The  
**Campbell, Bailey, Hutchinson**  
COMBINED.

# Circus, Menagerie and Wild West

MODERN AND UP-TO-DATE



## SEE

THE TROUPE OF PERFORMING ELEPHANTS.  
THE BABY ZOO—WHERE THE CHILDREN OF THE ANIMAL KINGDOM ARE ATTENDED BY THEIR PROUD PARENTS.  
WHOLE TROUPE OF SHETLAND PONIES, MOST BEAUTIFUL OF KNOWING HORSES, MULTITUDINOUS EXAMPLES OF EQUINE SAGACITY.  
COMPLETE GROUPS OF BEAUTIFUL WOMEN, WONDERFUL DOGS AND SNOW WHITE HORSES IN STATUE POSE.  
THE AERIAL BUTTERFLIES, FAIR WOMEN WHO WHIRL AND DANCE IN MIDAIR.  
HAZARDOUS DEEDS OF HORSE-BACK EQUESTRIANISM.  
FREE STREET PARADE AT NOON

A CONGRESS OF SADDLE EXPERTS IN SUPERB MENAGE DISPLAYS. EVERY SCHOOL OF POLITE HORSEMANSHIP IS HERE REPRESENTED.  
EXQUISITE GIRL RIDERS, HURDLE RIDERS AND SUMER-SAULT RIDERS.  
COW GIRLS, COW BOYS IN HAIR RAISING STUNTS OF BRONCHO RIDING AND ROPING. REPRODUCING SCENES OF THE WILD WEST LIFE ON THE PLAINS OF YEARS AGO.  
BEAR IN MIND THAT THESE ARE BUT FEW OF THE WEALTH OF WONDERS PRESENTED BY THE CAMPBELL-BAILEY-HUTCHINSON COMBINED SHOWS.  
2—PERFORMANCES—AFTERNOON AND EVENING—2 AND 8 P. M.

Fulton, Ky., Wednesday, September 29.  
Rain or Shine.

"NEWSPAPER ADVERTISEMENT, FULTON, KY.  
SEPTEMBER 29, 1920."

May 9	-----	Alderson, W. Virginia
May 10	-----	Buchanan, Virginia
May 11	-----	Buena Vista, Virginia
May 12	-----	Basic City, Virginia
May 13	-----	Goshen, Virginia
May 14	-----	White Sulphur, W. Virginia
May 15	-----	SUNDAY—Enroute
May 16	-----	Marlington, W. Virginia
May 17	-----	Cass, W. Virginia
May 18	-----	Durbin, W. Virginia
May 19	-----	Parsons, W. Virginia
May 20	-----	Davis, W. Virginia
May 21	-----	Huttonsville, W. Virginia
May 22	-----	SUNDAY—Enroute
May 23	-----	Belington, W. Virginia
May 24	-----	Buckhannon, W. Virginia
May 25	-----	Shinnston, W. Virginia
May 26	-----	Mannington, W. Virginia
May 27	-----	Cameron, W. Virginia
May 28	-----	Moundsville, W. Virginia
May 29	-----	SUNDAY—Enroute
May 30	-----	Smithfield, W. Virginia
May 31	-----	Salem, W. Virginia
June 1	-----	Burnsville, W. Virginia
June 2	-----	Cassaway, W. Virginia
June 3	-----	Clay Courthouse, W. Virginia
June 4	-----	Glendennin, W. Virginia
June 5	-----	SUNDAY—Enroute
June 6	-----	Hurricane, W. Virginia
June 7	-----	Logan, W. Virginia
June 8	-----	Omar, W. Virginia
June 9	-----	Man, W. Virginia
June 10	-----	Branchland, W. Virginia
June 11	-----	Barboursville, W. Virginia
June 12	-----	SUNDAY—Enroute
June 13	-----	White House, Kentucky
June 14	-----	Prestonburg, Kentucky
June 15	-----	Wayland, Kentucky
June 16	-----	Shelby, Kentucky
June 17	-----	Look Out, Kentucky
June 18	-----	Dungannon, Virginia
June 19	-----	SUNDAY—Enroute
June 20	-----	Kingsport, Tennessee
June 21	-----	Clinchport, Tennessee
June 22	-----	Gate City, Virginia
June 23	-----	St. Charles, Virginia
June 24	-----	Appalachia, Virginia
June 25	-----	Cumberland Gap, Tennessee
June 26	-----	SUNDAY—Enroute
June 27	-----	Pittsburg, Kentucky
June 28	-----	Berea, Kentucky
June 29	-----	Salt Lick, Kentucky
June 30	-----	Olive Hill, Kentucky
July 1	-----	Point Pleasant, W. Virginia
July 2	-----	Ripley, W. Virginia
July 3	-----	SUNDAY—Enroute
July 4	-----	Spencer, W. Virginia
July 5	-----	Ravenswood, W. Virginia
July 6	-----	Cairo, W. Virginia
July 7	-----	Pennsboro, W. Virginia
July 8	-----	West Union, W. Virginia
July 9	-----	Lumberport, W. Virginia
July 10	-----	SUNDAY—Enroute
July 11	-----	Newburg, W. Virginia
July 12	-----	Rawlesburg, W. Virginia
July 13	-----	Kingwood, W. Virginia
July 14	-----	Point Marion, Pennsylvania
July 15	-----	Lockrane, Pennsylvania
July 16	-----	Hyndman, Pennsylvania
July 17	-----	(Lost)
July 18	-----	SUNDAY—Enroute
July 19	-----	Dunbar, Pennsylvania
July 20	-----	Rockwood, Pennsylvania
July 21	-----	Hyndman, Pennsylvania
July 22	-----	Moorefield, W. Virginia
July 23	-----	Romney, W. Virginia
July 24	-----	Keyser, W. Virginia
July 25	-----	SUNDAY—Enroute
July 26	-----	Oakland, Maryland
July 27	-----	Phillipi, W. Virginia
July 28	-----	Elkins, W. Virginia
July 29	-----	Weston, W. Virginia
July 30	-----	Hundred, W. Virginia
July 31	-----	Freeport, Ohio
Aug. 1	-----	SUNDAY—Enroute
Aug. 2	-----	Urichsville, Ohio
Aug. 3	-----	Willard, Ohio
Aug. 4	-----	Baltimore, Ohio
Aug. 5	-----	Leipsic, Ohio
Aug. 6	-----	Dundee, Michigan
Aug. 7	-----	Howell, Michigan
Aug. 8	-----	SUNDAY—Enroute
Aug. 9	-----	Durand, Michigan
Aug. 10	-----	(Wallace Circus had big wreck here in 1904.)
Aug. 11	-----	Ithaca, Michigan
Aug. 12	-----	Clare, Michigan
Aug. 13	-----	Cadillac, Michigan
Aug. 14	-----	Frankfort, Michigan
Aug. 15	-----	Keweenaw, Wisconsin
Aug. 16	-----	SUNDAY—Enroute
Aug. 17	-----	Sturgeon Bay, Wisconsin
Aug. 18	-----	Algoma, Wisconsin
Aug. 19	-----	Manawa, Wisconsin
Aug. 20	-----	Grand Rapids, Wisconsin
Aug. 21	-----	Merrillton, Wisconsin

Aug. 20	-----	Augusta, Wisconsin
Aug. 21	-----	SUNDAY—Enroute
Aug. 22	-----	Menomonie, Wisconsin
Aug. 23	-----	Durand, Wisconsin
Aug. 24	-----	Lake City, Minnesota
Aug. 25	-----	Hastings, Minnesota
Aug. 26	-----	Norwood, Minnesota
Aug. 27	-----	Hutchinson, Minnesota
Aug. 28	-----	SUNDAY—Enroute
Aug. 29	-----	Hector, Minnesota
Aug. 30	-----	Granite Falls, Minnesota
Sept. 1	-----	Milbank, S. Dakota
Sept. 2	-----	Webster, S. Dakota
Sept. 3	-----	Redfield, S. Dakota
Sept. 4	-----	SUNDAY—Enroute
Sept. 5	-----	Wolsey, S. Dakota
Sept. 6	-----	Woonsocket, S. Dakota
Sept. 7	-----	Parkston, S. Dakota
Sept. 8	-----	Armour, S. Dakota
Sept. 9	-----	Wagner, S. Dakota
Sept. 10	-----	Platte, S. Dakota
Sept. 11	-----	SUNDAY—Enroute
Sept. 12	-----	Yankton, S. Dakota
Sept. 13	-----	Vermillion, S. Dakota
Sept. 14	-----	Walthill, Nebraska
Sept. 15	-----	Ashland, Nebraska
Sept. 16	-----	Plattsmouth, Nebraska
Sept. 17	-----	Sidney, Iowa
Sept. 18	-----	SUNDAY—Enroute
Sept. 19	-----	Centerville, Iowa
Sept. 20	-----	Lancaster, Missouri

Wm. P. Hall closed the show here and shipped it to his Farm. Winter quarters at Lancaster, Missouri.  
Compiled by E. W. Adams, for J. T. Bradbury, CHS, of Atlanta, Georgia, 1955.

GENERAL AGENT — ED L. Brannon  
SEASON 1922 — (10 Car Railroad Show.)  
MANAGERS — W. P. Campbell and Fred Bailey Hutchinson.  
EQUESTRIAN DIRECTOR — Stick Davenport.  
MUSICAL DIRECTOR — S. W. Floyd.

Season 1922 opened at Canton, Missouri, Saturday, April 29th.  
April 29 (Opening Day) ----- Canton, Missouri

April 30	-----	SUNDAY—Enroute
May 1	-----	Camp Point, Illinois
May 2	-----	Colchester, Illinois
May 3	-----	Astoria, Illinois
May 4	-----	Waverly, Illinois
May 5	-----	Smithboro, Illinois
May 6	-----	Christopher, Illinois
May 7	-----	SUNDAY—Enroute
May 8	-----	Fulton, Kentucky
May 9	-----	Mayfield, Kentucky
May 10	-----	Kuttawa, Kentucky
May 11	-----	Marion, Kentucky
May 12	-----	Princeton, Kentucky
May 13	-----	Dawson Springs, Kentucky
May 14	-----	SUNDAY—Enroute
May 15	-----	Greenville, Kentucky
May 16	-----	Beaver Dam, Kentucky
May 17	-----	Litchfield, Kentucky
May 18	-----	Vine Grove, Kentucky
May 19	-----	Hodgenville, Kentucky
May 20	-----	Elizabethtown, Kentucky
May 21	-----	SUNDAY—Enroute
May 22	-----	Lebanon, Kentucky
May 23	-----	Stamford, Kentucky
May 24	-----	Berea, Kentucky
May 25	-----	Winchester, Kentucky
May 26	-----	Mt. Sterling, Kentucky
May 27	-----	Morehead, Kentucky
May 28	-----	SUNDAY—Enroute
May 29	-----	Olive Hill, Kentucky
May 30	-----	Ashland, Kentucky
May 31	-----	Louisia, Kentucky
June 1	-----	Prestonburg, Kentucky
June 2	-----	Pikeville, Kentucky
June 3	-----	Wayland, Kentucky
June 4	-----	SUNDAY—Enroute
June 5	-----	Kenova, W. Virginia
June 6	-----	Barboursville, W. Virginia
June 7	-----	Hurricane, W. Virginia
June 8	-----	St Albans, W. Virginia
June 9	-----	Montgomery, W. Virginia
June 10	-----	Oak Hill, W. Virginia
June 11	-----	SUNDAY—Enroute
June 12	-----	Beckley, W. Virginia
June 13	-----	Quinnimont, W. Virginia
June 14	-----	Hinton, W. Virginia
June 15	-----	Alderson, W. Virginia
June 16	-----	White Sulphur Springs, W. Va.
June 17	-----	Clifton Forge, Virginia
June 18	-----	SUNDAY—Enroute
June 19	-----	Ronceverte, W. Virginia
June 20	-----	Marlington, W. Virginia
June 21	-----	Cass, W. Virginia
June 22	-----	Durbin, W. Virginia
June 23	-----	Webster Springs, W. Virginia
June 24	-----	Elkins, W. Virginia
June 25	-----	SUNDAY—Enroute
June 26	-----	Norton, W. Virginia



June 27 ----- Buckhannon, W. Virginia  
 June 28 ----- Burnsville, W. Virginia  
 June 29 ----- Sutton, W. Virginia  
 June 30 ----- Weston, W. Virginia  
 July 1 ----- Philippi, W. Virginia  
 July 2 ----- SUNDAY—Enroute  
 July 3 ----- Fairmont, W. Virginia  
 July 4 ----- Kingwood, W. Virginia  
 July 5 ----- Oakland, Maryland  
 July 6 ----- Keyser, W. Virginia  
 July 7 ----- Romney, W. Virginia  
 July 8 ----- Prestonburg, W. Virginia  
 July 9 ----- SUNDAY—Enroute  
 July 10 ----- Ridgely, W. Virginia  
 July 11 ----- Springfield, W. Virginia  
 July 12 ----- Beckley Springs, W. Virginia  
 July 13 ----- Charles Town, W. Virginia  
 July 14 ----- Rockville, Maryland  
 July 15 ----- Brunswick, Maryland  
 July 16 ----- SUNDAY—Enroute  
 July 17 ----- Frederick, Maryland  
 July 18 ----- Thurmont, Maryland  
 July 19 ----- Mercersburg, Pennsylvania  
 July 20 ----- Waynesboro, Pennsylvania  
 July 21 ----- Union Bridge, Maryland  
 July 22 ----- Hempstead, Maryland  
 July 23 ----- SUNDAY—Enroute  
 July 24 ----- Spring Grove, Pennsylvania  
 July 25 ----- Hershey, Pennsylvania  
 July 26 ----- Palmyra, Pennsylvania  
 July 27 ----- Wolmensdorf, Pennsylvania  
 July 28 ----- Lititz, Pennsylvania  
 July 29 ----- Middletown, Pennsylvania  
 July 30 ----- SUNDAY—Enroute  
 July 31 ----- Quarryville, Pennsylvania  
 Aug. 1 ----- Oxford, Pennsylvania  
 (Al F. Wheeler's Winterquarters)  
 Aug. 2 ----- Kennett Square, Pennsylvania  
 Aug. 3 ----- Media, Pennsylvania  
 Aug. 4 ----- Mt. Holly, New Jersey  
 (Lost on account of rain)  
 Aug. 5 ----- Penns Grove, New Jersey  
 Aug. 6 ----- SUNDAY—Enroute  
 Aug. 7 ----- Burlington, New Jersey  
 (Hunt Bros. Winterquarters)  
 Aug. 8 ----- Frenchtown, New Jersey  
 Aug. 9 ----- Flemington, New Jersey  
 Aug. 10 ----- Hightstown, New Jersey  
 Aug. 11 ----- Woodbury, New Jersey  
 Aug. 12 ----- Sea Isle City, New Jersey  
 Aug. 13 ----- SUNDAY—Enroute  
 Aug. 14 ----- Mt. Holly, New Jersey  
 (3 shows to turnaways)  
 Aug. 15 ----- Glassboro, New Jersey  
 Aug. 16 ----- Lakewood, New Jersey  
 Aug. 17 ----- Long Branch, New Jersey  
 Aug. 18 ----- Long Branch, New Jersey  
 Aug. 19 ----- Long Branch, New Jersey  
 (3 days)  
 Aug. 20 ----- SUNDAY—Enroute  
 Aug. 21 ----- Keyport, New Jersey  
 Aug. 22 ----- Jamesburg, New Jersey  
 Aug. 23 ----- South Amboy, New Jersey  
 Aug. 24 ----- Metchen, New Jersey  
 Aug. 25 ----- Bound Brook, New Jersey  
 Aug. 26 ----- Hopewell, New Jersey  
 Aug. 27 ----- SUNDAY—Enroute  
 Aug. 28 ----- Morrisville, Pennsylvania  
 Aug. 29 ----- Bristol, Pennsylvania  
 Aug. 30 ----- Conshohocke, Pennsylvania  
 Aug. 31 ----- Royersford, Pennsylvania  
 Sept. 1 ----- Fleetwood, Pennsylvania  
 Sept. 2 ----- Pine Grove, Pennsylvania  
 Sept. 3 ----- SUNDAY—Enroute  
 Sept. 4 ----- Meyerstown, Pennsylvania  
 Sept. 5 ----- Ephrata, Pennsylvania  
 Sept. 6 ----- New Holland, Pennsylvania  
 (Welsh Bros. Winterquarters)  
 Sept. 7 ----- Parkersburg, Pennsylvania  
 Sept. 8 ----- Newark, Delaware  
 Sept. 9 ----- Middletown, Delaware  
 Sept. 10 ----- SUNDAY—Enroute  
 Sept. 11 ----- Chestertown, Maryland  
 Sept. 12 ----- Centerville, Maryland  
 Sept. 13 ----- Denton, Maryland  
 Sept. 14 ----- Harrington, Delaware  
 Sept. 15 ----- Lewes, Delaware  
 Sept. 16 ----- Georgetown, Delaware  
 Sept. 17 ----- SUNDAY—Enroute  
 Sept. 18 ----- Frankford, Delaware  
 Sept. 19 ----- Snow Hill, Maryland  
 Sept. 20 ----- Berlin, Maryland  
 Sept. 21 ----- Princess Anne, Maryland  
 Sept. 22 ----- Tasley, Virginia  
 Sept. 23 ----- Pocomoke City, Maryland  
 Sept. 24 ----- SUNDAY—Enroute  
 Sept. 25 ----- Suffolk, Virginia  
 Sept. 26 ----- Ahoskie, N. Carolina  
 Sept. 27 ----- Scotland Neck, N. Carolina  
 Sept. 28 ----- Williamston, N. Carolina  
 Sept. 29 ----- Plymouth, N. Carolina  
 Sept. 30 ----- Hertford, N. Carolina  
 Oct. 1 ----- SUNDAY—Enroute  
 Oct. 2 ----- Columbia, N. Carolina  
 Oct. 3 ----- Edenton, N. Carolina  
 Oct. 4 ----- Belhaven, N. Carolina

Oct. 5 ----- Washinton, N. Carolina  
 Oct. 6 ----- Farmville, N. Carolina  
 Oct. 7 ----- Tarboro, N. Carolina

(End of Season)

P.S.—Show went into Winterquarters here, and was offered for sale. This was the final season of this little show, it went to W. P. Hall's Bone Yard. Compiled by E. W. Adams, for J. T. Bradbury, CHS, Atlanta, Georgia, in 1956.

## NOW AVAILABLE

Copies of the new Brochure of the Circus World Museum are available by writing to the Museum at Baraboo.

## PAUL LUCKEY NOW AT CWM

Paul Luckey, C.H.S. member, and leader of the Sauk County Circus Band, is now working at the Circus World Museum. This was reported to us by C. P. Fox, Director of the Museum, who is vice president of the Circus Historical Society.

## 1960 CIRCUS PROGRAMS

We now have the following 1960 programs in stock for immediate delivery. HUNT BROS. ROYAL INTERNATIONAL; CLYDE BEATTY & COLE BROS.; RUDY BROS.; KING BROS., each 50¢. RINGLING-BARNUM Madison Square Garden Edition 75¢. Please enclose 25¢ for postage and packing.

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## CLARENCE KEYS

In April of 1955 the Fred J. Mack Circus was being framed in Columbus, Ohio. The manager of the show had hired a couple from Ft. Towson, Oklahoma as boss canvasman and cook. When these folks arrived in Columbus I first met Chief and Tillie Keys.

A very warm friendship was formed and I remained close to the Chief in later years while he was with the Kelly-Miller show. Chief Keys was always a popular figure on any circus lot; in his colorful Indian costume people were constantly taking his photograph. He always had a friendly word for a visiting circus fan. He knew many of them all across the country, and called many by name.

He kept a daily record of weather and business conditions in each town he played with a circus. These books would be of great value to a contracting agent. I can vividly remember his reference to a "red" one in York, Nebraska or perhaps Paris, Texas.

The Chief's life was spent in outdoor show business. He has told me often about experiences on the Rose

Killian wagon show. I have seen photos he had taken on the Zellmar Bros. truck show of the 1920s. But he had



CHIEF CLARENCE KEYS

been with about all of them—Christy Bros., Cole & Rogers, M. L. Clark wagon show, Russell Bros., Hagenbeck-Wallace, Cole & Walters, Bud E. Anderson, Wallace Bros., Bill Bailey Minstrel, and many others. But he had probably spent more years on the Kelly-Miller show than any other. He was mail agent during the 1941 K-M tour and issued a season route for the show that year. In the middle 1940s he organized a small truck show and toured as Towson Bros.

During the last year or two the Chief had suffered from a heart condition. It was questionable if he would make the 1959 season with Kelly-Miller, however he did. However his condition worsened and during the past winter he entered the Indian Hospital at Talihia, Oklahoma, where he passed away on May 3rd.

Chief Keys was at one time a member of the CHS. Our members will miss their old friend—the Chief.

Fred D. Pfening, Jr.

# CIRCUSIANA

For Discriminating Collectors

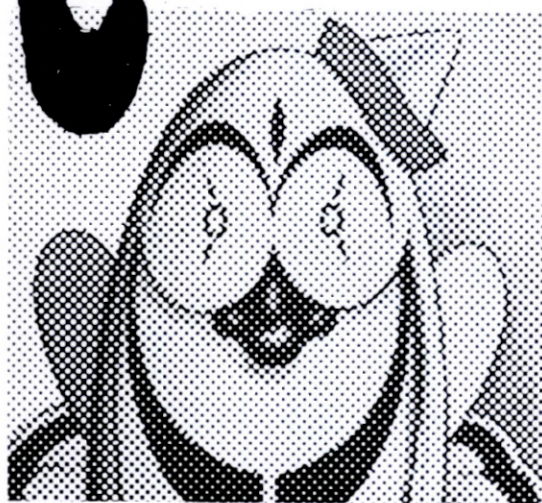
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## EDDIE JACKSON REMINISCES

Winter circuses were plentiful in the late 90's and early 1900 period. Tent shows covered Dixie like the dew during the late nineties and early 1900 period and if a performer had experienced a bad season financially he could usually find a winter "hideout" with one of the many touring shows. The most popular of these included John H. Sparks Old Reliable Virginia Show on two cars, Teets Bros., M. L. Clark, E. E. Haag, Mollie Bailey, Geo. S. Ely, A. H. Glasscock and Bonheur Bros. Golden Mascot Shows.

A season seldom passed that Billy Curtis, late Supt. of Canvas for Ringling Bros., Barnum and Bailey, did not winter with Sparks Old Reliable. Col. Chas. Consolvo, late millionaire hotel chain operator (Baltimore, Norfolk, and Richmond) was at one time an acrobat on Teets Bros. wagon show and it was his boast that at the age of fifty he could still turn a back somersault—and did each morning for exercise. Roy Barrett, former well-known Barnum and Bailey Clown once told me that he saved more money on the Mighty Haag show than he did with Barnum & Bailey, and there was a reason.

Ernest Haag eminated from Shreveport, La. where he was a stockholder in one of Shreveport's leading banks. Very shrewdly he suggested to his performers and employers that he send a portion of their weekly salaries to his bank. The Mollie Bailey, A. H. Glasscock, Geo. S. Ely and Bonheur Bros. Golden Mascot Show during the early 1900 period were winter havens for the less fortunate. Bonheur Bros. in lieu of the traditional noon day circus parade sent their six piece band mounted on an elephant to the town's business district and its novelty appealed to the onlookers and was much cheaper to the show.

Many performers found "busking" a popular winter diversion. For your information the word does not appear in Webster's unabridged dictionary, but to a showman it meant "doing an act on the main street and passing a hat for contributions." Some performers carried a rope rigging that was stretched from one roof to another on the opposite side of the street and with the aid of a balancing pole (apologies to Carl Wallenda) walked the rope and executed hazardous feats with the inevitable collection being taken up among the spectators by an accomplice.

## BOB TABER SAYS

One day when enroute through North Carolina my route passed a quiet church yard. In the church cemetery, known for and wide as part of the White Plains Baptist church, are buried the Siamese twins made famous by Barnum.

Markers above the graves read—

Eng Bunker—born May 11, 1811  
died, June 17, 1874

His wife

Sarah A. Yates—  
born, Dec. 18, 1822  
died, April 29, 1892

Chang Bunker—

born, May 11, 1811  
died, June 17, 1874

His wife

Adelaide Yates—

born, Oct. 11, 1823  
died, May 21, 1917

It was at Los Angeles, California, March 6, 1916 that the bill of sale was executed for the transfer by John G. Robinson to Jerry Mugivan and Bert Bowers the John Robinson circus.

In the bill of sale of this transaction, which I have, the new owners got possession of the titles John Robinson's Ten Big Shows and also John Robinson's Ten Big Shows Combined.

There is described the location of the circus property scattered in various locations across the continent.

For the previous three seasons Mugivan and Bowers had used the title Robinson's Famous Shows.

The owners brought the show to the Pacific Coast in 1916. They played Riverside April 16.

According to my route it opened in Mobile, Ala., March 27, played up the coast into the Northwest working East to close at Americus, Georgia, Nov. 22. It was out 34 weeks, 3 days, making 207 towns in 26 states. Only two towns were lost; those had to be passed on account of floods.

The Al G. Barnes Wild animal circus was always famous for its performing wild beasts. During the 1936 season three famous trainers were on the program. Display No. 3 in the steel arena had Capt. Terrel Jacobs with his performing African lions; Display No. 5 in the same arena Miss Mabel Stark with her superb group of jungle-bred Royal Bengal tigers.

When it came to Display No. 8 all other acts ceased. All eyes were centered on Bert Nelson with his mixed group of lions and tigers as he held the spotlight in the center of the area under the big top.

Of these stars Terrel Jacobs has gone to the Big Lot; Mabel Stark is at Thousand Oaks, California working tigers; Bert Nelson retired and lives in Southern California. I see him occasionally.

## BIOGRAPHY OF T. JACOBS

CHS Clarence E. Pfeffer, Johnstown, Pennsylvania, has written a short biography of the late Terrell Jacobs. It has been printed in the form of a small booklet. The biographic sketch covers the many shows with whom Terrell was featured.

Clarence has a few extra copies that are available to anyone who may wish to have a copy at \$1.00.

## Rare Items From Cronin-Barnes Collection

### PHOTOS

New set "Fame To The Grave" 12 - \$2; includes Al G. Barnes, Young Buffalo Wild West, John Robinson, Howes Great London, Ringling, Gollmar, Tom Mix. 5 views Famous Animal Trainers \$1; Mabel Stark, Terrell Jacobs, Bert Nelson. 12 Al G. Barnes litho photos, \$1.75. 12 views of old Al G. Barnes train and wagons, \$2.25. NEW SET 12 - 1960 views of Kelley-Miller new seat wagons—small cages, etc., \$1.75.

### PROGRAMS

1956 Ringling or Beatty, 50c each; others as Al G. Barnes, Ringling in the 30's and 40's, Cronin Bros., Sells-Floto, 101 Ranch, Cole Bros., etc. 35c gets list with one program and route.

### ROUTE CARDS — ROUTE BOOKS — ROUTE SHEETS

Cards from the 30's, 3 for \$1; from the 40's, 4 for \$1; from the 50's, 5 for \$1. Route Books—Beatty, 1949, \$1.25; Polock, 1944, \$2.50; Mills Bros., 1957, \$1, Cole Bros., 1941 or 1946, \$2 each. Few Ringling-Barnum in 40 - 50.

### ROUTE SHEETS

Al G. Barnes 1929 thru 1936, \$2 each; 1929 or 1930 typed route with daily financial report, \$2.75 each; King Bros., 1955, 75c; Beatty 1957 route sheet with list of many routes, 75c.

### LITHOGRAPHS and WINDOW CARDS

Downie Bros., Wallace Bros., Walter L. Main, Carson & Barnes, Wallace & Clark, 50c to \$3.00.

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No general lists; Write your special wants enclosing stamped envelope for reply

## BOB TABER

3668 Comer Avenue

RIVERSIDE, CALIFORNIA



ARE YOU GOING?

GOING WHERE?

THERE! THAT'S WHERE!

WHERE'S THERE?

## THE 1960 C.H.S. CONVENTION — THAT'S WHERE!

It's a good time now to make up your mind to go to South Bend, Indiana to the 1960 C.H.S. Convention. It's gonna be August 11 - 12 and 13 at the Pick-Oliver Hotel, and we are getting a real good program lined up. Dick Conover is going to give an illustrated talk on "The European influence on the American Circus Parade." A subject that is sure to be of great interest and will also be an answer to a great many questions that you may have. Chalmer Condon is preparing a few remarks for us also. His subject I am not sure of—but I am sure that it will be well worth hearing. In addition to this we will have plenty of time to cut up a lot of jack pots, as well as to put it up and take it down. Speaking of putting it up and taking it down—a great opportunity will be offered in putting up and taking down the Beatty-Cole Circus on Saturday, August 13. This Convention is of course the only circus organization convention that Beatty-Cole will play this year so it is a great opportunity for you. In addition we will of course have our annual business session, and there seem to be several things of importance to be discussed there. We will have our banquet on Friday Nite, August 12, and look forward to having in attendance a number of our members who will not be able to attend the entire convention. We who are making the arrangements for the 1960 Convention have the feeling that it is going to be the greatest we have ever had—both in attendance and in program. For that reason we want **YOU** to be there. After all—C.H.S. is **YOU**—not just somebody. Won't you make a great effort to be there so we may know you and you may know us?

**R E M E M B E R —**

**PICK-OLIVER HOTEL, SOUTH BEND, INDIANA**

**— AUGUST 11, 12 and 13, 1960**